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REPORT

OF THE

SUPERINTENDENT OF SURVEYS.

ON THE PRELIMINARY SURVEY, COST OF CONSTRUCTION, AND ESTIMATED REVENUE OF A BRANCH.

OF

The Central Pacific Railroad,

FROM

MARYSVILLE, CALIFORNIA, TO THE COLUMBIA RIVER
IN OREGON; TOGETHER WITH

A REPORT

ON THE WEALTH AND RESOURCES
OF THE STATE OF OREGON.

SALEM, OREGON:
STATESMAN POWER PRESS.
1864.

REPORT

OF

COLONEL CHARLES BARRY,

ON THE

PRELIMINARY SURVEY, COST OF CONSTRUCTION.
AND ESTIMATED REVENUE OF A BRANCH

OF

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FROM

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Colonel Barry's Report.

To the Directors of the California and
Columbia River Railroad Company:

GENTLEMEN: I herewith submit my report of surveys and explorations for an eligible railroad route through the Willamette, Umpqua and Rogue river valleys, and matters therewith connected.

This report being intended for general circulation, the description of route, &c., will be made in common and non-professional language.

ROUTES.

In passing from the Rogue river to the Umpqua valley, three routes are proposed. The first, is the one by the way of the Grave creek, Wolf creek and Cow creek valleys and the Canyon. This route was examined last year by the party under the charge of Mr. Elliot, the level and transit being applied to every part of the line, and the maximum of grades found to be about 80 feet per mile.—The country between the Rogue river and Umpqua valleys is made up of low and irregular ridges and broken hills, and necessarily requires many curves to "work" a railroad line through them. The grade from the summit of the Canyon, a north course, for eight miles would be nearly 100 feet per mile, and this is the highest grade on the whole route. The cost of constructing a railroad on this part of the line will be fully equal to the cost of construction on the Siskiyou mountains. An other route proposed by which to pass from the Rogue river to the

Umpqua valley, is that leaving the Rogue river near the mouth of Big Butte creek and passing up Trail creek on the general line of the old Kearney trail, and over the divide and down a branch of the south fork of the Umpqua river,coming into the main valley at the mouth of Myrtle creek. For want of time I could not examine this route with the instruments, but members of the engineer's party who had been over the route, report the grade very easy, the route almost destitute of rock cuttings, and plenty of good timber. I believe this route will make a saving of nearly twenty miles in distance over the other route, and if equally favorable for the construction of the road would save not less than $1,500,000 in the cost of construction. Another route from Rogue river valley, is to leave Rogue river at Minersville, passing up Evans creek about four miles, thence up Ditch creek, following the general line of the Eliff trail through to the upper Cow creek valley near the south end of the Canyon. This route would avoid the Cow creek hills almost entirely. Once in the Umpqua valley and no further trouble, as to grade, is encountered until we reach the Calapooia mountains. This seems improbable to those who have only seen the Umpqua valley from the top of the stage coach, or in passing along the stage road. The Umpqua valley appears to the traveler as a succession of many small valleys separated by low hills, and this is partially the case; but all these small valleys, upon examination, are found to connect with each other on the same plane. This being the case, the engineer has no more trouble in working a line of railroad through this valley than in passing through any other level country. What is known as the "Robert's Hill" in the valley can be crossed east of the present stage road, on a moderate grade, or the river can be followed around on the level. There is but little grade, but few curves and not many side hill cuttings in passing through the

Umpqua valley from Canyonville to the entrances to the Applegate and Pass creek passes in the Calapooia mountains.

PASSES IN THE CALAPOOIA MOUNTAINS.

In September, 1863, in company with Mr. Pollay, a railroad engineer of large experience, I carefully examined the "Pass creek" pass through the Calapooias, leading from the Umpqua valley to the head of the Willamette valley. The level and transit was applied to every foot of its length, so that both curves and grade could be accurately determined. The lowest grade that can be obtained in this pass is not less than 80 feet per mile. The pass is somewhat crooked compelling several sharp curves, and from the gorge-like character of the pass the curvature cannot be remedied. The pass is comparatively a low one, and in all respects, except the high grade in part of it and sharp curves in another part, it is an excellent one.—It is amply supplied with timber and stone, and the excavations would not be great. It possesses the advantage of entering the Willamette valley at its very head, which would be a very material one, were it not for the tremenduous freshets that flood that part of the valley every Spring.

In January of this year I made a personal exploration of the then newly discovered "Applegate Pass" in the Calapooias being a pass located to the west of the stage road (the Pass creek pass being east of the road) and running almost on a straight line from one valley to the other—from the Umpqua to the Siuslaw, or part of the great Willamette valley. (This pass was discovered by the old pioneer and distinguished explorer, the Hon. Jesse Applegate.) From the observations then made I was satisfied that the Applegate pass was superior in every respect, for the purposes of a railroad to the Pass creek pass; and in June of this year, when the surveying party commenced operations in the field, they commenced at Oakland in the Umpqua valley and passed through this new pass, and soon determined by an actual survey the correctness of my former observations.

In leaving Pass creek to go through the Applegate pass the line pursues the little valley of Rock creek to the summit of the pass, on nearly a straight line, running a little east of north; and the descent from the summit to the Siuslaw on the north side of the mountains, is in the same direction and about the same grade, which will not exceed 65 feet to the mile, on the constructed line, on either slope. The grade on both slopes is regular and the excavation will be slight—timber abundant, and of an excellent quality. As a railroad pass it is superior to the Pass creek pass, in having less distance in the mountains, and in being destitute of curves and having fifteen feet less grade, which is a very great advantage when the grade gets above sixty feet to the mile. It has not only these advantages, but in endeavoring to reach, say the city of Salem, from the Umpqua valley, this new pass presents a shorter and much straighter line—saving about fifteen miles. With these unmistakable advantages the Applegate pass recommends itself.

It is claimed by some of the citizens of Eugene City, that by surveying a line through the Applegate pass, I have avoided their town and the whole of the upper end of the Willamette valley, all of which they claim resulted from getting into the wrong pass. Whatever may have been the effect of doing so, I certainly had no such object in view. It was neither my desire nor purpose to run to or avoid any particular town, but to discover the nearest and best route for the projected road. Having, last year, surveyed the line through the Pass creek pass, and down the Willamette through Eugene to Corvallis, and having all the field notes and maps of that survey in my possession, I could have no object in going over the same ground again, especially when the friends of a new route were clamoring for an examination of its claims. Eugene City can not be overlooked by any company in the final decision, especially as it is about as favorably located in relation to one pass as the other.

ROUTE THROUGH THE WILLAMETTE VALLEY.

Thefirst preliminary line, run with level and transit entirely through the Willamette valley, commences at the North end of the Applegate Pass; from thence a northeasterly course to the crossing of Siuselaw creek—culvert 12 ft.; thence north to Stony Point—grade, almost nothing; thence, on a curve west of north, to Cayote creek—bridge 30 feet; thence north to a crossing of Coyote creek, just below the forks—bridge 50 feet, with light embankments on each side; thence west of north, following the most eligible ground ulong the creek, crossing again near Dr. Hemingway's; thence east of north to the main Willamette valley, striking it above the mouth of Spencer creek; thence west of North over level ground, to the crossing of Long Tom, near Duckworth's—bridge about 70 feet, and banks good; thence north to Bear creek, passing over a marsh easily crossed with light embankments, and two or three culverts; same course to the crossing of a small creek, near Ferguson's; thence north to the town of Monroe; thence on a north-east course to the town of Corvallis, over a level country; thence north-east to Soap creek —bridge, 50 feet; thence north to the Luckiamute river —bridge 150 feet; thence north to the La Creole—bridge 75 feet; thence north, through the Fulkison Gap to a small creek near Amity; thence north, bearing west, to the South Yamhill river—bridge 200 feet; thence on a north course to the Wapatoo lake; thence north-east across Tualatin Plains, crossing the forks of the Tualatin river with a bridge of 50 feet span at each crossing, to the Cornelius pass in the Scappoose mountains; thence south through said pass with a grade of about 40 feet per mile, while in the mountain pass, six miles in length, to the Columbia river slough; thence north, crossing Scappoose creek to St. Helens, on the Columbia river.

From Applegate Pass to the foot of the Scappoose mountains, the line is nearly straight, and for the whole distance of 120 miles between these two points, there is not a single mile with a grade exceeding fifteen feet. This is, I think, the shortest, and as far as cost of construction, safety of the road and trains thereon when the road is constructed, and the economical working of it, is concerned, the best route through the Willamette valley. I do not desire to be understood that this is the shortest route to a steamship landing, because it is not—a line can be located from the head of the valley to the City of Portland which would be at least twenty miles the shortest line, but it would be of no account to a large portion af Yamhill and the whole of Washington counties. And neither would the line first described be of much use to either Linn or Marion counties, and of no use to Clackamas. It follows, then, that, in order to as perfectly accommodate and completely control the local trade of the Willamette valley as possible, a deviation must be made from the first line.

Mr. Elliott recommended the line passing through the Pass creek pass (and at that time he was unaware of the existence of the Applegate pass) down the Willamette river, through Eugene city, crossing the Willamette river at Corvallis, then in nearly a direct line through Albany, Salem, Oregon City, and on to Portland. This route, however, is open to the same objections as others—it, too, fails to accommodate the whole valley—leaving

Washington, Yamhill and a large part of Polk county without the benefits of the road. The road cannot be made to run on both sides of the river, and people will not expect that; and besides that, a substantial railroad bridge across the Willamette, that will not interfere with steamboat navigation will cost fully $300,000. From my observation and examination of the topography of the valley, and its depots of trade, I think a line can be located on the west side of the river, and touching it sufficiently often to accommodate the great majority of the trade and travel of the valley; and with that view I had a preliminary survey made of such a line, and find that the route, although a little longer (two miles and a halt) and not exactly straight, is otherwise advantageous and unobjectionable. This matter, however, ought to be made to depend somewhat on the subscriptions to the capital stock; for where the difference in rival routes is not very material to the company, its location ought, to some extent be decided by the aid offered to the enterprise on the different routes.

For a terminus, the city of Portland may be approached from the valley by three different routes: 1st—By the west bank of the Willamette river crossing at the Falls.—2nd—By the way of Sucker Lake and the west bank of the river below Oswego. 3d—By the way of the Cornelius Pass and the west bank of the river below Portland. I have personally examined all of these routes, and know them to be available for the uses of a railroad; but by either route the cost of construction is greatly increased over that of the cost per mile in the valley.

COST OF CONSTRUCTION.

In making up the estimate of the cost of construction for the lesser difficult portion of the line, I have been governed somewhat by the cost of railroads in other portions of the country over similar favorable ground, and the present ruling prices of railroad iron and material, and the cost of locomotives, cars, shops and equipments. In making the estimate, I have been aided by gentlemen of large experience in the construction of railroads in California and believe that the estimates may be relied upon. From the summit of the Siskiyou mountains (where it is proposed to connect with the enterprise of the California and Oregon railroad company) to Ashland, a distance of twenty-six miles, at an average cost of $80,000 per mile.—From Ashland to Hunter's Ferry, a distance ot thirty-eight miles, at an average cost of $40,000 per mile. From Hunter's Ferry to head of Canyon, a distance of 38 miles, at an average cost of $60,000 per mile. From the head of Canyon to Canyonville,a distance of twelve miles, at an average cost of $80,000 per mile. From Canyonville to Roseburg, a distance of thirty-one miles, at an average cost of $40,000 per mile. From Roseburg to the head of the Willamette valley, a distance of fifty miles, at an average cost of $40,000 per mile. From the head of Willamette valley to navigable waters of Columbia river, a distance of 130 miles, at an average cost of $35,000 per mile.

The total cost of this projected enterprise, in the State of Oregon, would be in round numbers about $15,000,000.

TRAFFIC AND EARNINGS OF THE ROAD.

This enterprise appears so entirely visionary to some people of sense and discrimination, that they will not give it a fair hearing; and others oppose it from motives of supposed personal interest. Of the first class I only ask a fair hearing that they may be convinced; and to the second, I reply that a man's interests must be extremely local if they will be damaged by the construction of a railroad in any direction—railroads always enhance the value of real estate, no matter where situated—they never depreciate it.

A railroad from Portland or the Columbia river south to the summit of the Siskiyous, and there to stop, would indeed be a profitless concern. But a road connecting the Central Pacific Railroad in California with the Columbia river and Puget Sound is quite another affair, and in this light only do I propose to call the attention of the public, of Members of Congress, and of capitalists to this enterprise.

Such an enterprise has the following advantages:

1st. *It runs through and connects with each other and with the Pacific ocean at either end, all the great valleys and grain-growing districts on the Pacific coast.*

2nd. *It is located on the direct line of the great coast-wise trade and travel that is now rapidly springing into existence.*

3d. *It will be the only internal mountain-defended, military road, safe from the raids of an enemy, on which the nation and the American communities on the Pacific, could rely for the speedy transportation of troops and munitions of war, in case of an invasion by foreign nations.*

4th. *When constructed, it would connect the States of Oregon Idaho, Washington, and British Columbia and Vancouver Island on the north, with the States of California, Nevada and the Atlantic States on the South, and transport all the travel and the great majority of the freight between these States.*

5th. *It would be the only line running through the only country in the world combining the three great resources of wealth—great agricultural resources, unlimited water power for manufactures, and great forests of good timber with inexhaustible mines of the useful and precious metals.*

6th. *In all these advantages, this enterprise, from the nature of the country,* COULD NEVER HAVE A RIVAL LINE COMPETING FOR ITS BUSINESS.

But, to be more particular, what would be the probable traffic and earnings of the whole line of 650 miles from Marysville, California, to the Columbia river?

It has been estimated by eminent and unquestionably good railroad authority in the United States, that *for every acre* of good agricultural land, the exports of which, to and from, were controlled by the construction of a railroad, one ton of freight per annum for the railroad, might be depended upon. In order that no one can quarrel with our figures or estimates, I will, in the present instance, estimate it at only one-fourth of a ton per acre, per annum.

Now this projected enterprise will control—*absolutely control*—the freight to an from not an acre less than 6,000,000 acres of good land, and probably nearer sixteen million than six. It would control the freight of a large portion of the Sacramento valley, which valley alone contains 20,000,000 acres arable land; the freight of Scotts' valley, Shasta valley; pass near enough to control 1,000,000 acres in the Klamath basin (good land); all of Rogue river valley, Illinois valley, Umpqua valley, and the great Willamette valley, with all the smaller valleys adjoining. And what is very remarkable, all these valleys named lie on an almost straight line with each other. Applying our estimate to six million acres, only, and we have for our road, as freight from agricultural population and resources only, (with the usual intermixture of mechanics, manufactures, towns, &c.), 1,500,000 tons per annum. In order to equalize the traffic, and make a calculation upon freight passing over the whole line, it would be proper to divide the last figures by two, but to be generous to the doubting, we will divide by three, and make this item of freight average 500,000 tons to the entire line—or call it through freight, although part of it only would be such in point of fact. For this 500,000 tons of freight, it would seem that ten dollars per ton for carrying the same would be a low price —at least a reasonable price—when we reflect that the ocean steamers are now charging from seven to ten dollars per ton, for carrying freight from San Francisco to Portland, and that for delivering freight from San Francisco and Portland to the different points along the proposed road, it costs all the way from ten dollars to one hundred and sixty dollars per ton, owing to the distance and location. At ten dollars per ton, this 500,000 tons of freight would produce an annual income of $5,000,000, on agricultural freights, and freights therewith necessarily connected. To this class of freights must be added those derived from the various mines of silver, copper, lead, iron and coal, existing along the line of the road. Of this there can be at this time only an approximate estimate. That it will be very large, must appear on even a cursory view. In Shasta county, California, there are already many good mines of silver and copper now shipping ore by hauling a long distance to the Sacramento river, but which would go to this railroad, when constructed. There is also in Shasta county immense beds of the best iron ore, which would be developed by this road. In Siskiyou county, California, there are also valuable mines of copper which are now shipping ore by hauling a long distance, but which would go to this road upon its construction. In Jackson and Josephine counties, Oregon, there have been discovered already many valuable mines of copper, and extensive ledges and quarries of the finest marble, which, for proper development are awaiting and must wait for railroad transportation to the sea-coast. One of these mines—(the "Queen of Bronze," in Josephine county, and which is noticed more fully in "The Wealth and Resources of Oregon") has offered to furnish 500 tons of freight per month, to a railroad at *twenty five dollars per ton.* When we consider that there is in southern Oregon accessible to the facilities to be afforded by this projected road, many such mines as the "Queen of

Bronze" their freight patronage mounts up to enormous figures. There are also in Jackson county extensive veins of coal, and another mountain of iron ore now worthless for the want of railroad transportation, but which would become of immense value when such transportation is afforded. Some idea of the value of good copper and iron mines is afforded by a statement lately made in an article published in the American Railroad Journal, where its author, in discussing the value of the mines of iron in the Lake Superior region, makes the statement that the freights of *one good iron mine will pay a handsome dividend on the cost of constructing fifty miles of railroad, in order to develop the mine.* There are also extensive veins of coal in the Calapooia mountains, directly on the line of this road, which would be developed by its construction. In summing up the prospective freights from all these mines it would not be overestimating it to say that they will produce as much freight as the farms and towns; but to add something on their account we will say that they will only produce one fifth as much, or 100,000 tons, which, at ten dollars per ton would make $1,000,000 more revenue. To thi must be added the freights on lumber, as it a notorious fact that the Sacramento valley is destitute of lumbering timber; and the Willamette valley is so in many places, the wants of which, in both places, would be fully supplied by this road. As lumber freights are always lower than other freights, and vastly greater in amount, proportionably, I estimate the amount to be carried by this road at 50,000 tons annually, at five dollars per ton, makes $256,000. The above items may all be classed as local freights, as they are all originated on and along the line of the road, and exclusively controlled by it. To those must be added what is known and designated as "through fast freights." On this road this item would be made up of dry goods purchased in San Francisco, and destined for the Columbia river, Idaho, Washington and British Columbia, California and tropical fruits destined for the "North," and many other articles from the metropolitan stores of San Francisco, which would prefer speedy and safe transportation; and to secure that, save insurance and the dangers and delays of ocean navigation, would take the railroad. This item is low at 50,000 tons, and by the rapid development of the country would soon reach 100,000 tons. Ten dollars per ton on 50,000 tons would make $500,000. To the freights we must add the passenger fares, mail and express earnings. To properly estimate the travel on the road, we must consider first what will be local travel, and second, what amount will be received from through passenger travel; and this second item involves the consideration of the development and population of the Pacific States and Territories, and British Columbia, seven or eight years hence, when the whole line shall have been completed, and this may be prefaced with the remark that no people in the world travel so much as the Americans on the Pacific coast. As to local travel, the Senate Committee on Corporations in the Oregon Legislature, for this year, in considering the question of a division of one hundred miles of railroad through the Willamette valley, [See Report] estimated the travel thereon at $150,000 per annum. This is of course local, and contemplates travel only between the termini of this division, and the intermediate points. T. D. Judah, Esq.' Chief Engineer, of the Central Pacific railroad, [he is now dead] estimated the income on local passenger fares on the first twenty-five miles of that road at over $100,000; and I think that for travel originated on and along the line of this road and controlled by it, $1,000 per mile, or $650,000 for the whole line, would not be an unsafe estimate. For an estimate on through travel, we already have as data the facts that the California Stage Company transport over this line about one hundred through passengers per month, and that the ocean steamers and sailing vessels plying between San Francisco and the Columbia river transport about 1,000 passengers per month, which would all go over this line, when a road is built. In the course of eight years, as soon, probably, as this road could be completed through, the Pacific States and Territories will have, at the present rate of growth and influx of population, trebled their population, and quadrupled their wealth and their travelers. Rapidly accumulating evidence of the vast mineral wealth of this coast, its unequalled climate; war, trouble, and confusion in the Atlantic States, and continued peace here, and many other matters combine to justify the above statement. Placing, then, the through passengers at 4,400 per month, or, in round numbers, 50,000 for the first year, and the passenger fare at only thirty dollars, we have $1,500,000 passenger travel; and to this may be added $300,000 for mails and express.

RECAPITULATION.

Estimated earnings of the California and Oregon Railroad from Marysville, California, to the Columbia river, Oregon:

To 500,000 tons local freight (exclusive of freight from mines) @ $10 per ton......	$5,000,000
" 100,000 tons of freight from mines @ $10 per ton..............................	1,000,000
" 50,000 tons of freight on lumber @ $5 per ton..................................	250,000
" 50,000 tons through fast freight @ $10 per ton..................................	500,000
" local passengers fares..........................	650,000
" 50,000 through passengers @ $30..........	1,500,000
" mails and express.............................	300,000
Total earnings per annum..................	$9,200,000

From this deduct:

Running expenses 650 miles @ $4,000 per mile	$2,600,000
Annual repairs	1,000,000
Total expenses	$3,600,000
Nett earnings	$5,600,000

which is 18⅔ per centum on thirty millions of dollars—the estimated cost of construction of the whole line. This is not so flattering a showing as is generally made for new roads. It is not intended to be. It is not near so good a showing as was made by Mr. Judah for the Central Pacific railroad, and while he had good and sufficient reasons to sustain his estimate, we have equally good reasons, and offer them to support a much lower estimate. There are just as many reasons to sustain an estimate paying 25 per cent. net profits, as there is to sustain the one we have made. We have cut down our figures in every direction, so that when the result was ascertained, no one acting thereon would be deceived. High as this rate per cent. profits on thirty millions may appear to some people, it will not generally be esteemed a paying investment in a country where money commands two per cent. per month to private borrowers. Yet even five per cent. paying bonds or stocks, when the security is undoubted, is considered in the New York, London and Paris money markets, as a very fine investment; and 18 per cent. paying stock ought to be considered a good investment by the persons whose real estate—much of it now worth nothing—would be enhanced in value three or four hundred per cent.—land, not worth five dollars per acre now, brought up to twenty-five and fifty dollars per acre.

In order that all the friends and supporters of this proposed road, may have a better idea about the earnings of railroads, and be satisfied that our estimates are not too high we add the following statement of earnings of different roads as taken from the official reports of the different companies, and monthly statements made to the American *Railroad Journal*, and published by that journal for the benefit of Eastern bondholders:

The Sacramento Valley (Cal.) road—a little short line 22½ miles in length running from Sacmento City out to the foothills of El Dorado county, earned in 1863..................	$ 352,000
The Illinois Central—with a line something over 600 miles in length, having to compete with the Mississippi and Illinois rivers, and Illinois canal, and several lines of railroad, earned in the month of August last.......	585,434
The Michigan Central (Michigan) with a line of 329 miles, and running between and competing with the Milwaukie and Detroit road and the Michigan Southern road, and the navigation on the lakes, earned in the month of August last...........................	346,781
The Michigan Southern, mentioned above, earned in same time.........................	355,264
The Cleveland, Painesville and Ashtubula road (Ohio) operating only 96 miles of road, and depending on local business exclusively, earned in 1863..................................	2,066,623

I might add hundreds more to the list, if it were necessary.

I here insert the able and valuable report made by the Senate Committee on Corporations, through the Hon. Jas. M. Pyle, their Chairman, to the late session of the Oregon Legislature, on this subject.

REPORT.

MR. PRESIDENT: The Senate Committee on Corporations, to whom was referred S. B. No. 14, entitled "A Bill providing for the disposition of the proceeds of the public lands donated to this State for internal improvements, &c.," would respectfully submit the following report:

Your committee consider that the proposition to divert either the proceeds of said 500,000 acres of land, or the use of the said proceeds from the common school fund as provided in the constitution of the State of Oregon, would violate the spirit, if not the letter, of said constitution. And they consider it to be the duty of the legislature to preserve the interest or use of said fund inviolate for the common school fund: wherefore they recommend that Senate Bill No. 14, be indefinitely postponed, and herewith submit a substitute bill, and recommend that the bill pass, offering the following reasons in support of the same:*

The question of a railroad through the Willamette, Umpqua and Rogue river valleys, and connecting the States of Oregon and California, has been quite freely discussed during the past year, and especially during the past summer, and much important information has been gathered relating to the subject; and before this legislature will adopt any legislation bearing upon the question, it will doubtless be necessary to lay the important and material facts necessary to a proper understanding of the enterprise, fully before the Senate, and to that end the committee has directed its labors.

That a railroad through the above named valleys is badly needed by the farmer and producer, must be obvious to the most careless observer; and the bare mention of a few facts is amply sufficient to set it forth in the strongest light.

During the few months past, while wheat was selling in San Francisco at $2 per bushel, the average price in the districts above alluded to was about 75 cents per bushel, thus taking off $1 25 from the value of a bushel of wheat in San Francisco and dividing it up between the teamsters, steamboat and steamship monopolies, middle men, warehouse men, speculators &c., and giving the producer but three eighths of the San Francisco price of wheat, for the rent of his land, and the labor of himself, teams and machines. The same inequality of prices will be found to prevail in the sale of all other articles of produce. And it can never be otherwise so long as the present state of affairs continues. The farmer in Benton, Lane, Linn or any other of the great agricultural counties, must, in order to sell his produce, either haul it to Portland, a distance varying from twenty-five to one hundred and fifty-miles, or await the floods of the wet winter, and then draw it through the mud to the river, to go by steamboat. And it is extremely interesting to a farmer to trace his wheat, destined for the East Indian or European markets, through its many changes. If it is shipped at Salem, it goes by steamboat to Canemah; it is there transferred to the railroad around the Falls; passing over this road it is shipped at Oregon City for Portland; at Portland it is warehoused and reshipped to San Francisco; at San Francisco, it is warehoused and reshipped to Liverpool or other foreign market; and in exchange for this wheat, comes back the merchandise which has to pass through all these shippings, reshippings, warehousings, handlings &c.; and the great wonder is that against all these adverse circumstances, the Oregon farmer has been able to hold his own, and raise and educate his family. In Southern Oregon, the obstacles to the exportation of agricultural products are so great as to amount to a complete embargo; and such must forever continue the condition of that country, at least so far as the most profitable part of the farmer's labor is concerned, until the country is tapped by a railroad leading either to Portland or San Francisco. As further illustrating the necessity of a railroad connection to the people of Southern Oregon, we may mention the fact that the inhabitants of Josephine and Jackson counties have in a single year paid out as freight money on 1,809 tons of merchandise imported the sum of $179,700. This large expenditure would doubtless be reduced fully three-fourths upon the construction of a railroad to the Rogue river valley from Portland.

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*The Substitute Bill provides for the levying of a tax of one mill on the dollar on all property in the State, the proceeds of which are to be applied exclusively to the payment of interest on the construction bonds of the Railroad Company. It has become a law.

These are some of the burdens that the farmers of Oregon are now struggling under for the want of the proper means of transporting their products to a certain market. That a railroad through the districts named would entirely remove these burdens, there can be no doubt. Railroads furnish safe, speedy, certain and economical transportation, at all times. They depend on neither floods or tides. At all stations on the line, there is always a large and commodious warehouse belonging to the railroad company, and at which free storage for a reasonable length of time is always furnished to the farmer, and from which his wheat, flour, or bacon, &c., is loaded into the freight cars without charge; and at the terminus again, at the ship landing or dock, the same freight is speedily transferred by the steam engine to the clipper ship free of charge, all of which would reduce the transportation charges fully three fourths from the present rates.

The direct pecuniary advantages of a railroad through Oregon may be briefly but more clearly set forth by a little calculation. Statistics carefully prepared by reliable men show that Polk county has this year produced one million bushels of wheat. Suppose that 600,000 bushels of this crop could be spared to the San Francisco market. At the prices heretofore prevailing since harvest, this was worth in Polk county, about 75 cents per bushel, or $450,000. If there had been a railroad through Polk county to steamship landing, this wheat would have sold in Polk county, readily, for $1 50 per bushel, or $900,000, making a clear gain of $450,000 to Polk county, on a single crop of wheat, and leaving a margin of 50 cents per bushel to transport the wheat to San Francisco—and all the direct result of railroad transportation. This calculation might be applied to wool, bacon, lard, oats, and especially to the article of hay. Oregon can ship no hay for want of transportation, while we have the ability and can produce the best hay in the world, and at a very large profit, if it could be cheaply transported to Portland.

Owing to these burdens on Oregon farming, it is a notorious fact that California is now importing grain for feed from the Atlantic States, cheaper than she can get it from the granaries of her neighbor Oregon. Some persons are disposed to berate and belittle Oregon farmers for their want of energy in not supplying this San Francisco demand at such handsome figures, and our papers take up and echo the cry, "No energy, no industry," &c.; and while it is true that Oregon farmers are no better than they ought to be, it is not true that they will be found lacking energy and industry to supply San Francisco or any other good market, when the means for doing so is afforded them, so they can compete on an equal footing with the farmers of California or the Eastern States.

Some persons contend that there is no market for Oregon produce, and that therefore a railroad could not help the Oregon farmer, as it would not bring him a better market than he now has. This is easily shown to be an error, for, in addition to the good home markets that would be eventually built up in large manufacturing towns that will follow the construction of a railroad, there is now already a very large foreign demand for the agricultural products of the Pacific coast, which is rapidly increasing, and in the China, Japan, Sandwich Island, and Australian trade it will become immense. We copy from the "Market Review," of the San Francisco *Bulletin*, under date of July 11, 1864:

Exports of Wheat and Flour from San Francisco, from January 1st, to June 30th, 1864.

	Sks. wheat.	Bbls. flour
To England	279,067	286
To China	62,772	23,696
To Japan		927
To Australia	57,558	18,250
To Victoria, V. I.	930	12,840
To Sandwich Islands	321	1,911
To Mexico	15	5,796
To other countries	886	3,579

Such are the exports of the articles, wheat and flour, from San Francisco to foreign market, for the first six months of the present year. How much of this is Oregon produce we are unable to tell, as in the San Francisco exports no credit is given to Oregon for anything. But admitting that it is all California produce, we state the proposition as too plain for argument, that what will pay a California farmer will also pay an Oregon farmer, when he is furnished equal opportunities.

As to the cost of a railroad through the valleys above mentioned, there are different estimates; but the most reliable and trustworthy are undoubtedly those prepared by men familiar with the business, and personally and intimately acquainted with the country through which the road is proposed. Careful estimates so prepared, place the entire cost of construction and equipment of the first division of 100 miles (through the Willamette valley), at not exceeding $35,000 per mile, or $3,500,000 for the first division.

This division of 100 miles, would when constructed, not only add the cost of its construction to the taxable property on the Assessors' list, but it would certainly increase the value of real estate in the Willamette valley not less than *fourteen million dollars*, to say nothing of the increased value of the annual crops, the educating and progressive tendencies and habits it would disseminate, and the new and active business life and energy it would give to the whole State.

Some persons insist that the road would not earn interest on the cost of its construction, and pay its running expenses, and therefore any legislation we might adopt would be futile and accomplish nothing. Those who think so have but a limited and mean idea of the resources of our State. Statistics prepared on this subject, instantly dispel all such notions. An average estimate furnished by intelligent business men from all parts of the Willamette valley—teamsters, merchants, millers, and county officers—show that the present exports and imports of this valley to and from Portland are to-day not less than 80,000 tons per annum, and probably nearer 100,000 tons than the first figures; but, to be safe, we will adopt the first named amount as the data of our calculation.

At present the carrying of this costs in actual money (or in the time and labor of the farmer when he hauls it himself), about $20 per ton, or to the whole valley the round sum of $1,600,000. A division of 100 miles of railroad would transport the whole of this freight, and could do it for $5 per ton or $400,000 for the whole amount, thus saving to the people on the present business of the valley, the round sum of $1,200,000 annually.

To this $400,000 on freights, add $150,000 for passenger fares, and $50,000 for mails (low estimates), and we have $600,000 annual earnings on the first 100 miles of road. (A comparative estimate of the business done by the California railroads, would make the earnings of the above 100 miles fully $1,800,000. The Sacramento valley railroad, only 22½ miles in length, earned last year $352,000.

Of the $600,000 earned, about 40 per cent. would be expended in running expenses, and 10 per cent. on annual repairs, leaving $300,000 to pay interest or dividends on the cost of construction, which would just pay 8 per cent on $3,500,000 (the estimated cost of construction), and this rate of interest will entitle the bonds or stock of the road to a preference in the Eastern market.

It must be borne in mind that this estimate is based entirely on the present carrying trade of the valley, now done by teams, and steamboats at high water, and no estimate is made upon or for the increased business of the country which the road would produce, and which might safely be set down at (considering the present condition of the country) three or four hundred per cent increase, ; and in the estimate, also, there is no allowance for the transportation of a single ton of hay, a single piece of timber, or a single pound of coal, which, upon the construction of the proposed road, would enter into the freight bills, by tens of thousands of tons.

From these considerations we look upon the proposed road not only as a legitimate business paying enterprise, but as a desirable and profitable investment.

STATE AID.

Upon the proposition of State aid to a railroad, there can be no well founded objection, so long as the aid proposed is such that we may give without infringing upon the provisions of the constitution. Nearly all the States of the Union have aided their railroads either with bonds or land, and in all cases to the great benefit of the State. The State of Minnesota has loaned its credit to aid in constructing railroads in that State to the amount of $24,000,000 in State bonds. Virginia gave $1,000,000 to three companies. Missouri has loaned its credit to railroads to the amount of $17,[illegible],000. Ohio has invested many millions in the construction of canals and improvements. California has agreed to pay the interest annually accruing on $[illegible] of the Central Pacific R. R. bonds. So with all the Western States, and it is unnecessary to enumerate precedents.

The bill herewith reported providing aid for a road through the Willamette valley is, although the aid is small, the best inducement that the State can now offer. While it proposes a tax upon the whole State, yet it is to be borne in mind that the tax cannot be levied until the railroad company has expended near a million dollars in the State, and put in actual operation twenty miles of its road, so that when the tax is levied the construction of the road may be deemed a certainty, which, when completed, will add taxes to the treasury in amount greatly exceeding what we pay out. In addition to this, the return of the money loaned with six per cent. interest added, is secured.

The particular location and extent of the road is not defined, and we think this should be left to the company that will undertake to construct the road. They will have to furnish the great majority of the capital, and having the greater interest and the best means of knowing the proper location, will undoubtedly locate it for the best interests of the trade and travel of the country It will be constructed the hundred miles and as much further as it will be profitable to do so. No legislation can induce men to build a road where it will not pay.

We think the bill should receive the support of every person desiring the development of the resources of the State, and the prosperity of the whole people.

JAMES M. PYLE.

Chairman Committee on Corporations.

OBJECTIONS ANSWERED.

But we are told that the country through Southern Oregon and Northern California is too sparsely populated to support a railroad. That such is the case now is readily admitted, and that such will always continue to be the case until a railroad is projected through these sections, is equally true, and the *very reason* that these sections now do contain only a sparse population, is for the *want* of the railroad transportation we are advocating. Did it ever occur to such objectors, that many railroads have been laid out and located in the States of Illinois, Iowa, Michigan, Minnesota, Wisconsin and Texas, through districts of country as large and extensive as Southern Oregon and Northern California, *where nobody at all lived*, at the time of such location. These roads were located, and their construction commenced, and as they penetrated the prairies and forests, the actual settler followed, took up his permanent home, in advance of the iron horse, but upon the faith of his coming; and thus each depending on the other, the railroad has created towns and cities and great States, with a rapidity and prosperity unexampled in the history of the world. Make it sure that a railroad will sooner or later pass through Southern Oregon and Northern California, and thousands of emigrants will crowd into and settle in all the many valleys there, and by the time the road is finished, there can be no complaint of a sparse population. Let any one desiring to investigate the subject, compare the available resources for traffic on the line of this proposed road, and those on the lines of the railroads in the New England States. Take the six States of

Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut—count their arable acres and their miles of railway, and then compare with Oregon and California. These States have had hundreds of years to improve every acre susceptible of cultivation—they have done it; and not only done that, but they have peopled other States with hundreds of thousands of intelligent and enterprising citizens. Of the whole area of New England—the whole six States above—only 12,118,902 acres have as yet been brought within the category of improved lands—only three and-five tenths per cent. of its surface. The climate and soil along the line of our road is far superior to any portion of New England, while the facilities for manufactures and commerce is fully equal to theirs.—Your railroad when constructed will have the exclusive control of the resources and productions of about as many acres of arable land as their is in all New England, while it will develop an incalculable amount of mineral wealth never dreamed of in those States.* On the line of your road, or the country whose wealth and productions it would control, there is not now a mile of railway, while in New England there is in operation now *seventy railroads*, making an aggregate mileage of *four thousand, six hundred and sixty-five*, costing *one hundred and forty-seven million, two hundred and fifty thousand, three hundred and eighty-seven dollars*, and nearly all of them paying dividends, from five to seventeen per cent. These roads, from the rugged character of the surface of those States, have cost far more per mile than the one under consideration. The little State of Connecticut, having but few more acres of arable land than Linn county, Oregon, boasts its ten railroads, with 751 miles in operation.

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*In speaking of the mines along the route, the gold mines were inadvertantly left out. Gold mines of great value exist along and contiguous to about 360 miles of the route, and hundreds of gold-bearing quartz veins exist along the route, of my own knowledge, (as, for instance, in Jackson county) not now worked, but which, when machinery and the necessaries of life have been cheapened by railroad transportation, will be worked and yield millions of dollars.

To say that this country will not support a railroad, is to simply expose the man's ignorance of the subject, who ventures such an assertion. If the road could be built by magic and the locomotives and cars placed thereon. in a single day, or as Moses made the highway over the Red Sea, it is very probable that the running of the trains the first year would prove a losing business. It takes years to build a railroad, and as these years pass away after the commencement of the road, and as the iron horse slowly but surely adds mile after mile to his pathway, the business of the country improves. increases, extends and accommodates itself to the new order of things in a thousands ways which cannot be explained here; and ere the last rail is laid, every train goes crowded with passengers, and every car laden with freight.

In the case before us, there is nothing lacking but the courage and energy necessary to inaugurate the enterprise.

IMPORTANCE OF THE ROAD.

A two years' study of this line, and a comparison with all the other leading lines of railway in the United States, with a careful examination of the official reports of many of the same, has given me some opportunity to judge of the value of this proposed road and its available resources, and I sincerely believe that it will compare more favorably with the leading lines of the United States, than any other road I know of. It has a national importance greater than any other, save the Central Pacific. It runs through and connects all the rich agricultural districts on the Pacific coast. It is located on the direct line of the great coastwise trade and travel, connecting the great ports on the Pacific; and in these advantages *it never can have a rival line.*

On this subject I insert the following extract from a very able article written by the Hon. F. A. Chenoweth, formerly Associate Justice of the United States courts in Washington Territory, and now a leading citizen of Oregon:

"I have ever been of the opinion that it is the interest of this State to put forth efforts for a railroad connecting the Bay of San Francisco with Puget Sound, and will briefly state my reasons for it. This route would receive the patronage of the General Government. All the reasons for giving aid to the road across the plains exist in force for aiding this road. If troops could at all times be sent to this coast by sea, or the isthmus, there would be no sufficient reason for the government lending its aid to build a road across the continent. It must be apparent that if troops are sent across the continent for purposes of defence, they would be useless, except at one point without a continuation of the road up the coast, and that this road would be absolutely necessary to the efficiency of troops in repelling attacks of foreign enemies, which can only be made by sea. Again there are resources all along this route, and the aid required would not be as much, perhaps, by half as that given by the government to build the road across the plains. The portion of this road having the least resources along the route, is that portion from Red Bluffs to the valley of Rogue river, a distance of 170 miles, and yet all along this portion there is known to be mineral wealth—gold, silver, &c. The entire other portions of this route lies through as rich a country for agriculture and manufactures as any line of road of the same length, perhaps, possesses on the continent.

Again this route conects the vastest interests—the wealth of California at one end, Washington Territory and British Columbia at the other—with the treasures of the Willamette and Columbia vallies in the middle.

Again the topography of the entire route is, as a whole, exceeding favorable with all the materials except iron (if indeed that is wanting) for constructing the road.

Again, this route is exceeding short, considering the great purposes, governmental and private, to be accomplished, connecting three States, and tapping the vast resources of British Columbia.

The State of California has done in part, and soon will have completed, a road to Red Bluffs—then from there to the Southern line of Oregon is only 170 miles. From the Columbia river to Puget Sound is only about sixty or seventy miles. This work is strictly national in its character, and with these features commends itself in strong and irresistable terms to the patronage of our government. Another road across the plains on a more northern route, terminating at Puget Sound, would only afford prompt defense at the point of termination, so that one road across the plains, with this road along our coast, would be infinitely more efficient for government puposes, than both the lines across the plains, and should both lines be built across the plains, still this is necessary to render them useful and efficient for prompt defense along the entire coast between their termini.

SOURCES OF OPPOSITION.

Portland, while she enjoys so many advantages, mainly derived from the ruinous position of the interior, would not be very ambitious for any railroad, because in the new state of affairs she might not, and probably would not, be the depot for the Willamette as well as upper Columbia. But yet she has among her citizens many minds with light sufficient to see that the onward tendency of events will not be arrested and forever stand still, merely because Portland has not deep water and a capacious outlet to the ocean, for all kinds of shipping, so as to make her a suitable terminus of the railroad. A strictly valley road is likely to meet with more favor with the citizens of Portland than the one above mentioned, for the reason that a road merely through the Willamette valley might terminate at Portland. In that event, no matter how much the entire country would grow, Portland would continue to grow and remain relatively large, and the great commercial emporium of the State. But a valley road is not what the people of the valley need. This road would only give them Portland for a market. They still would have no communication with the outward world of commerce. This road might not even receive great favor with other towns that stand in fear of the effects of the road advocated, but still will any one say that such a road would relieve the farming and other producing classes from the pressure that now rests upon them.

But are not these fears mainly imaginary. While it might change the relative position of some of the cities of this valley, it would be hard to really injure them. If the road does not go through them all they can connect themselves with the road, and when a single county shall have five times as much wealth as the entire valley now has, as will be the case, they must have towns to do the business, and if they are now well located there is no reason to believe that the business will ever leave them: nor is it likely that the great national road connecting the bay of San Francisco and the waters of Puget Sound would destroy or injure Portland. This would depend on herself, and the probabilities are that she would grow with the country. Let us look at it a moment. There can be no principal depot at St. Helens or Ranier, because the difficulty of the want of deep water is not fully or nearly remedied. The road cannot be made to Astoria because after passing over a rough country for a distance as far as Puget Sound, there is nothing at Astoria to justify taking it there. The Columbia bar will not admit the largest vessels, nor would the road at this place (Astoria) terminate in the midst of any great resources to support a railroad. If this was the only way of reaching the ocean, that might be a reason for overcoming all these difficulties. But such is not the case, because Puget Sound can be reached without traveling any farther than to reach Astoria and without passing through a rough, mountainous country without resources or agriculture. The country from Monticello to Olympia is quite level and rich in everything necessary to make it wealthy and support a dense population. On reaching Puget Sound in the vicinity of Olympia, there is deep water and a broad unobstructed channel leading out to the ocean. Here the road can have a terminus in the midst of resources of timber and fisheries that no arithmetic can adequately compute. The commerce of the world can flow into this Sound without danger or obstruction, without pilotage or towage, and at the lowest rates of insurance. These waters also join on to Vancouver Island and British Columbia, the vast wealth and resources of which would contribute to sustain this road.

Now, nothing is at once invented and made perfect. It might be that this road through Oregon would at present terminate at Portland, while that portion from Puget Sound might for the time being terminate at Monticello, and the connection be made with steamers. In this way the great trade of Portland is made greater. Years roll on, and the country rises to greatness, and with it, of course, our cities. Should a branch from any part of Utah Territory come down the Columbia river, it would terminate at the Sound. This was conceded by the government engineers that surveyed the northern route under Governor Stevens. This, if built, could not come to Portland. The official reports just referred to say the road should cross the Columbia river at the Cascades where the river is narrow, fall of islands and a portion not traversable by steamboats—keeping down the Columbia river on the north side, it would cross over to Puget Sound. How would this effect Portland? The trade of San Francisco passing into the Sound at such a cheap rate, without pilotage or towage, in large ships, with the very lowest rates of insurance—freight rendered still cheaper from the fact that a return cargo of lumber, spars or coal can be had for all the ships that enter the Sound. By this route goods from San Francisco would be landed at the terminus of this road at from two to three dollars per ton, and it would pass up the Columbia river without making a call on Portland.

But instead of building such a branch road through a mountainous, sandy country, and a greater distance, it is to be hoped the government will adopt the more sensible route I have indicated, to promote which it seems to me Portland, as well as all other portions of the Willamette valley, should heartily labor, and it would most surely be satisfactory to all of Washington territory west of the Cascade mountains."

WHERE IS THE MONEY TO COME FROM?

Where is the money to come from to build this road is truly an important question. All the railroads in the Western States have been built upon Eastern and imported capital. The first and most important question under this head, in commencing any railroad, is to determine satisfactorily, and with such means as will prove it to others, that the road when constructed will certainly pay a reasonable interest on the cost of construction and equipments. If this cannot be done, the enterprise is futile, speculative, visionary and should be abandoned at once.—This we have briefly attempted in the foregoing pages, but for want of space, not by any means so fully and satisfactorily as we are prepared to show to the capitalist who has money to invest in railroad bonds. In building a railroad upon credit or borrowed capital, we anticipate the future by employing values yet to be produced, and using them as already existing, which are the prospective earnings of the road. This credit should rest alone on the positive values of well-ascertained resources and abilities of the country to afford a paying railroad traffic. When it has been ascertained and shown to the capitalist that the interest on your bonds will certainly be paid, and that if he chooses to exchange his bonds for your stock, that reasonable dividends will certainly be paid on it, then he will require as a condition precedent to his investment, that the people along the line of the proposed road who are to be made rich by the expenditure of his money, shall themselves subscribe for as much stock as they can conveniently pay for, and become directly interested with him, not for the purpose of dividing with him any profits of the enterprise, but for the more important purpose of becoming an active ever-vigilant agent of the capitalist (who may reside thousands of miles distant, and may be across the Atlantic) for the purpose of electing as officers and agents of the company only such men as are honest, and who have a practical knowledge of the business of railroading, and ability and sense enough to manage the property in the best manner, to see that they honestly and economically expend the company's funds; to watch over and protect the property, and to procure all necessary legislation in its behalf. Correspondence with capitalists in San Francisco and the Eastern cities warrant me in saying that when these two things are accomplished, your enterprise is on the way to successful accomplishment. In view of the national and military importance of this road, and the fact that Oregon has never received any aid from the general government for the purpose of aiding railroads within her borders, while all the other Western States have, it is certainly the duty of Congress to aid this road, and it is confidently believed that such aid will be given.

The people along its line should not wait for Congress to do it all. They are able to do, and should do something, and something they must do before others will lend a helping hand. We must show our confidence in the enterprise, and a willingness to become interested to an extent sufficient to insure proper care and attention by those in a position best suited to care for and protect its interests. The citizens of California, in some shape or other, can and will build one hundred and fifty miles of the road up the Sacramento valley. The citizens of Oregon are equally able to construct a railroad through the Willamette valley, and to do this, not more than one million dollars of the stock, payable in installments running through a term of three years, need be taken in Oregon—and then these "valley" roads in the Sacramento and Willamette valleys may be consolidated with the great through line, and will form the basis upon which the New York or foreign capitalists will readily invest their money. That this enterprise can be carried out in the way suggested I have full confidence. A general and free investigation of this matter among the people along the line, during the last ten months, enables me to judge of the interest they take in the matter. Already between five and six hundred persons—farmers, mechanics and merchants—along the general line of the road, have subscribed to the enterprise an advance installment on stock to be taken, in order to defray the expenses of the prelimary surveys and the publication and circulation of this report on an extensive scale. They believe in the enterprise, have faith in it, know and feel the tremendous and crushing burdens they are laboring under, for want of it, and any man would now be greeted with suspicion that would tell them that it is visionary, impracticable or useless. No one can have any just idea of the burdens resting on Oregon farming, for want of direct connection with San Francisco and the Columbia river. On this subject the *Astoria Marine Gazette* justly remarks:

> So, generally, the nearer to his farm is the unfailing market—as a manufacturing establishment, a city, or a seaport town—the more valuable are his lands and the products thereof, and *vice versa*, the farther the farmer, mechanic, miner, or other producer is situated from the market demanding his products, the less valuable are his products, the less valuable are his lands and all his products, and the more difficult and tedious is it to effect exchanges of his surplus products for the comforts of life which he does not produce.
>
> Thus it is that we can well understand how that a bushel of wheat at Eugene City or Salem is worth only fifty or seventy-five cents, while at San Francisco it is worth $2—or flour $4 to $5 per bbl. at Eugene City and $9 to $10 in San Francisco. The wheat or flour must be carted to Portland, or steamboated to Oregon City, then taken over the portage, then steamboated to Portland, stored, steamboated to the Columbia, and then shipped to San Francisco.

Labor vincit omnia—(Labor conquers all things)—is a Latin maxim that can be applied to this enterprise. Regarding this road in the light of past experience in similar enterprises, I am sure that patient, persevering efforts by the people interested in the construction of this road, will soon put it in the way of successful achievement. It ought to be commenced at the earliest practicable moment It takes years to accomplish such undertakings, and the sooner it is commenced the sooner it will be consummated. An enterprise so universally demanded, and so pressingly needed, can never go backwards. An enterprise that will quadruple the value of Oregon farms, and double the price of all kinds of agricultural produce, is surely worth laboring to secure.

DOCUMENTS.

I herewith submit a brief report on the "Wealth and Resources of Oregon." It has been prepared by a citizen who understands well the subject matter in hand. This report on the railroad would be imperfect without it, and it is printed and published with it, believing that not only the railroad enterprise, but the prosperity of the State generally, will be promoted by it. I also submit one general map of Oregon; one map of the land surveys in Oregon; one of the same for California; one of the same for Washington Territory; one map of the railroad surveys through California and Oregon; one of Preston's maps of California, Oregon and Washington Territory; one copy of Wilkes' Chart of the Columbia river; one copy Wilkes' Chart of Puget Sound; one map of surveys for Pacific Railroads.

THANKS.

To the members of the Press throughout the State, who have seconded my efforts in arousing public attention to the importance of this enterprise, I return my grateful acknowledgements. To the many hundreds among the farmers, mechanics and merchants, who have lent a helping hand, is due my thanks and the warmest gratitude.—As soon as the contributors have generally paid up, and the accounts have been closed, a list of those contributing with the amounts contributed by each, and how the money has been expended, will be published and sent to each.

I desire to express my obligations to all the members of the surveying party generally for their valuable assistance.

To J. Gaston, Esq., I am under especial obligations for valuable assistance. His extensive and practical knowledge of the construction of railroads, his scientific attainments, his intimate and thorough knowledge of the plans of organizing and carrying forward railroad enterprises, and their successful operation, have been of especial value to me.

Trusting that the foregoing report may assist in understanding the general features of this enterprise, imperfect for want of time and space as it is, and that it may serve to attract greater attention to the enterprise.

I am, very truly,
Your obedient serv't,
CHARLES BARRY,
Sup't of Surveys C. & C. River R. R.,

Salem, Oregon Oct. 1st, 1864.

THE

WEALTH AND RESOURCES

OF THE

STATE OF OREGON.

BY A CITIZEN OF THE STATE.

SALEM, OREGON:
STATESMAN POWER PRESS.
1864.

PREFACE.

Under the above title, it is not intended to write a book. This will be but a brief sketch of the natural advantages and resources of our State, hastily prepared in two weeks' time. It will be confined to those points that are of interest to the man of business, to the man who desires to select a home for his family, or invest his money securely in paying real estate; to the enterprising farmer of small capital in the older States. To the sagacious manufacturer, the industrious mechanic, the fever-stricken invalid, and the careful capitalist, it is hoped these pages will not prove uninteresting, inasmuch as they point to a new, unoccupied and most desirable field for the application of their industry, skill and capital. To the general reader or mere knowledge searcher, it will doubtless appear dry, but on that account, it is hoped, it will be none the less acceptable, but more valuable to those for whom it was written. If it shall in any degree excite a greater interest in the unrivalled resources of our State, or influence any one to investigate more closely the statements herein made, or arouse in citizens a higher appreciation of our majestic rivers, and beautiful valleys, or a more active public spirit in the development and improvement of the State, the object of the pamphlet will be accomplished. The statements herein made are based upon the actual observation of reliable and intelligent gentlemen, reported from all parts of the State, and may be relied on as correct.

Wealth and Resources of Oregon.

CHAPTER I.

IN WHAT CONSISTS THE MATERIAL WEALTH OF A STATE.

Sec. 1 To judge whether Oregon possesses great wealth, we should have a correct idea of what elements are necessary to make a State wealthy and prosperous. Most persons believe that money is wealth, or capital. To the superficial observer, nothing is easier to believe than that he that has most money is the wealthiest. While this is generally true in point of fact, it is, in the abstract, an error. If one man in a community possessed all the money in his community, while all the food and clothing, all the necessaries of sustaining life, were so distributed among the other members of the community that they could spare nothing without subtracting from the means of their own maintenance, it is plain that he who had all the money was really the poorest in the community. There is no such thing in nature as money. It is one of the incidents of human society, growing out of the necessity of exchange or barter of goods. Gold and silver, by the common use of nearly all nations, is money throughout the mercantile world. Iron and copper—less precious, but more useful—has been used by some nations as money; while "promises to pay," printed on paper, have been, at times, and are yet, almost exclusively the only money used by the most prosperous nations. Money is but the medium of transferring wealth or capital from one to another; and this medium, rather than the substance, has taken hold of the minds of men, and their ideas are generally governed by their perception of the medium alone. Nothing is more erroneous than to assert that the price of gold is the standard of values. It is no more an index of the wealth or resources of a nation, than a yard measure is the value of a railway. The actual possession of gold no more enriches a country, than the possession of a fortune does the miser. So long as our gold remains in our mountains it is of no consequence—it wont support life. There is not money enough in the world to purchase the world, if such a thing was proposed. No country's wealth is measured by the amount of gold it contains. It is only as the counters in the game of life with which the players keep their tallies.

Probably the most remote element of wealth to any State or nation, would be its natural advantages for defense from the aggressions of foreign nations. Until that happy period shall arrive when "the lion and the lamb shall lie down together," all nations will spend largely of their wealth for the means of defense. England's isolated position is worth more to her than a hundred thousand soldiers. Viewed in this light, Oregon is highly favored. Surrounded on nearly all sides by high mountains, impassable by armies moving against the means of modern warfare, and having but one grand gateway to her mountain locked valleys, and natural storehouses, her position, if thrown entirely upon her own ability for defense, would be almost impregnable.

With the same population and extent of territory, some countries produce a much greater amount of the necessaries of life than others. Compare England with either a similar extent of Territory in Russia, or an equal population of Russians. Some of the causes which contribute to this difference of productiveness are obvious; others are not so much so. These causes constitute wealth or resources of the State, and may be specified as follows:

The first and most obvious is fertility of soil. In this there are great varieties, from the deserts of the Colorado to the rich bottom lands of the Mississippi. But a favorable climate is even more important than a fertile soil. There are countries which may be inhabited, yet too cold for agriculture—the countries of the Laplander and Esquimaux. There are countries where oats will ripen, but not wheat, such as the North of Scotland; others where wheat can be grown, but, from excess of moisture and want of sunshine, affords but a precarious crop, as in parts of Ireland. Nor is it in agriculture alone that differences of climate are important. Their influence is felt in the durability of all mechanicrl structures, such as houses, &c., exposed to the air. It is said by travelers that the most massive works of masonry at St. Petersburgh, executed in granite scarcely a generation ago, are now tumbling to pieces from the alternate exposure to summer heat and intense frost. Another part of the influence of climate consists in lessening or increasing the physical requirements of laborers; and in enervating or stimulating the vital forces, whereby we account for the difference in the civilization and prosperity of those people native to a tropical climate and those of the North Temperate Zone.

Among natural advantages, after soil and climate, must be classed abundance of mineral deposits, in convenient situations, and capable of being worked with moderate labor; such as mines of coal, iron, copper, lead, &c., quarries of building stone, &c. These do much to compensate any country for any disadvantages of climate. After this may be named the abundance of natural water power, which is the cheapest and best of all power in aid of man's power. Forests of good lumbering timber are a source of great wealth to any country possessing them.

But perhaps a greater advantage than all these is a maritime or commercial situation, especially when accompanied with good natural harbors; and, next to that, great navigable rivers. These advantages consist in saving cost in transportation; and but few who have not considered the subject have any adequate idea how great an extent of economical advantage this comprises; nor, without having examined the influence exercised on production, by exchanges, can it be fully estimated. So important is this that it often more than counterbalances sterility of soil and every other natural inferiority. In all the above mentioned natural advantages, we claim that the State of Oregon stands unequalled.

CHAPTER II.

GENERAL SURVEY OF THE STATE.

SECTION 2. *Topography.*—But few other countries comprise within so small a space such various and strongly marked topographical features. Mountains the most steep, barren and rugged, valleys the most beautiful and fertile, deserts the most sterile, spacious bays, magnificent rivers, unparalleled waterfalls, picturesque lakes, broad prairies and dense forests—all these may be found in Oregon. It contains about 120,000,000 acres of land, of which, probably, about 10,000,000 acres will prove fit for cultivation. The balance consists of rugged mountains and barren deserts, of which about four fifths may be counted as dry upland pasture—superior grazing land for sheep. Commencing at the north-east corner of the State, we find Grand Ronde and Powder River valleys.

SEC. 3. *Grand Ronde Valley*—Is reported to contain 400,000 acres of excellent agricultural land, of which only 8,000 are now under cultivation. It is surrounded by spurs of the Blue mountains, and is coursed throughout its entire extent by limpid streams of water from the surrounding mountains. It was formerly the great garden for the Nez Perces and other Indians in that section, from which they annually gathered immense uantities of the "Camas" root, for food. The discovery of gold in the Salmon river and Boise countries having led thousands of miners in that direction, the whole valley, nearly has been claimed by immigant farmers; and a town is already established, called La Grand. The valley is organized into Union county. Considering its hight above the level of the sea, and its latitude, its climate is said to be mild. The market for the farmers of the valley is found in the surrounding mining camps.

Sec. 4. *Powder River Valley.*—This valley and adjoining mining camps, are organized into Baker county, of which Auburn is the county seat, and center of business. A very large number of miners are now in this county, and all doing well. A very rich and extensive vein of copper has been discovered in this county. The valley contains about 200,000 acres of arable land, of whch about 10,000 may be said to be under cultivation. The climate here is warmer and dryer than in Grand Ronde, being further south. Powder river is a small, unnavigable stream, but affording an abundance of water for the use of the miners and farmers. In this part of the State are several other small valleys, of which we have no particular account. Their adaptation to agriculture has already been tested, and anything may be raised here that can be raised in the Northern part of Ohio. Not having been settled but two years, it cannot be told whether the fruits will succeed.

Sec. 5. *The Lake Country.*—The south-eastern part of Oregon may be denominated the "Lake Basin." Commencing at the south-eastern corner of Jackson county, and running to Diamond Peak, on the east boundary of Douglas county, and from thence by the heads of the Des Chutes, Malheur and Owyhee rivers, to the east boundary of the State, and from thence south and west, by the east boundary of Oregon and the Oregon and California line, to the place of beginning, and we have Oregon's portion of a great internal basin, now, to the enterprising explorer the most interesting portion of the State. It may be generally called a plateau, and is five thousand feet above the ocean level. It is an almost independent basin, few of its waters ever leaving it, but flowing into the many lakes it contains, and are lost by evaporation or absorption. The whole basin is filled with alternate low hills, arid plains, fertile valleys, marshes and lakes. In this basin there are something over twenty lakes reported, varying in size from the pond of a few acres up to "Goose Lake," which is said to be ten miles wide and thirty long. The water in many of these lakes has a saline taste. Most all the land is barren and vegetation scanty. Millions of wild geese inhabit these lakes and marshes, and here, undisturbed by white men, and in the dense marshes distant from the main land, they hatch their young. The whole basin, until this summer, has been in the possession of wandering bands of the Klamath, Modoc, and Snake Indians. Three military expeditions have, during the summer, penetrated the basin, with a view to afford protection to immigrants, prospectors for mines, and to chastise and compel these Indians to respect the property and persons of travellers and immigrants hereafter passing through. With regard to this great basin, and its present condition, I make the following extract from a letter of Capt. John M. Drake, of the Oregon Cavalry, in command of one of the military expeditions, dated Harney Valley, July 2d, 1864, and addressed to Headquarters:

"I have been able, during the time employed in this vicinity, to explore the country thoroughly, and am well convinced there are no Indians in the vicinity. No signs of any could be found except a few camps that have been abandoned at least two months. From appearances, I am disposed to think this valley is not a haunt of theirs. It is probable that a few of them, perhaps twenty or thirty families, winter here, but they do not live here during the summer.

The affair between Lieut. Waymire and the Indians occurred at the eastern base of the Snow mountains about 50 miles southeast of Lake Harney, in the vicinity of Capt. Curry's present depot. There is every reason to believe that the Indians abandoned the country immediately after that affair.

`From prospectors, immigrants from California, and others, I learn that the Indians are quite numerous in the vicinity of Goose Lake, and have committed some depredations recently. A party of prospectors, who fitted out at the Dalles in April last, and travelled with the expedition for some days after starting, came to our camp last night, having two men wounded by Indians somewhere near Goose Lake.

There is a large emigration from Northern California and Southern Oregon through this section of the country to Boise and Owyhee. Quite a number of families are reported to be on the road, and an immense quantity of stock. Large droves of cattle are seen almost daily crossing Harney valley. This emigration enters Harney valley by two routes; one, from Shasta, Cal., traverses Pitt river valley to Goose Lake, passes along the lake to Lake Abert, thence across a sage desert ninety miles in extent, intersecting the military road at Pleasanton's Butte; the other from Yreka, Cal., and Jacksonville, Oregon, *via* Lower Klamath Lake and Silver Lake, across a sage desert seventy-two miles in extent, intersects the military road at Spring valley, twenty-five miles south of Camp Maury; a branch from this point leads to Canyon City, in a northeast dicretion—I could not ascertain the distance. These trails have become great public thoroughfares this summer, but I do not think they can be made available for purposes of transportation, on account of the wide extent of desert to be traversed. I have been informed by some miners that the route by Goose Lake can be improved by changing its course slightly to the west, thus shortening the desert to stretches of about thirty miles each. The Yreka route is not capable of being improved in that respect.

I think I am safe in stating that no practicable route can be found in anything like a direct course from Diamond Peak to Lake Harney, on occount of this immense desert.

Lieut. Waymire can avoid the desert by making a circuit to the north and intersecting the military road, at Buck creek, thirty miles south of Camp Maury.

I have found the country over which the expedition has marched, thus far, to be generally unfit for any purposes but grazing, and a large portion of it is desert. This is particularly the case with Harney valley, not more than one tenth of which is fit for any useful purpose whatever.

I am, very respectfully,
Your most ob't servant,
JNO. M. DRAKE."

The amount of agricultural land in this basin cannot now be ascertained. The amount of grazing land must be considerable.

Sec. 6. *Rogue River Valley.*—This valley is located in Southern Oregon, not so much upon the river bearing its name, as upon Bear creek and Butte creek, two small affluents of Rogue river. It was settled soon after the discovery of gold on Jackson creek, in the year 1851-2.

The valley, with the neighboring mining camps, is organized into Jackson county, of which Jacksonville is the county seat, and center of trade and business, and contains between four and five thousand inhabitants. The valley is exceedingly fertile, producing immense crops of wheat and oats, and probably the finest fruit that can be raised in Oregon. In addition to the common sorts which flourish equally throughout the State, this valley produces the largest and finest flavored grapes, peaches, plums, apricots, nectarines and strawberries that we have ever met with. It has one serious disadvantage—that of being far removed from navigable rivers and an ocean port; and being surrounded by mountains, transportation, is difficult. The people are now engaged in making a superior wagon road from the valley to the great gold fields of the North, which, when finished, will bring their produce into favorable competition with that from the Willamette valley. It is very favorably situated for the production and and manufactnre of wool, and the people of the valley will be careless of their best interests if they do not turn their attention to this branch of industry. It has, during the last two years, furnished immense droves of superior beef cattle, to the northern mines; and may be said to be well adapted to a very economical production of all kinds of stock. The climate is very mild, and is the dryest and warmest part of the State. The valley contains about 150,000 acres of arable land, of which about one-fifth is under cultivation.

Sec. 7. *Illinois Valley.*—This valley is situated on the Illinois River and its branches, in the extreme south-western portion of the State. The valley, with the neighboring mining camps, comprise, Josephine county, of which Kirbyville is the county seat, and Waldo the principal business town.

The valley is similar, in every respect, to Rogue river valley, and was settled about the same period, but does not contain more than one fourth as much good land. Mining is the principal interest, and agriculture only secondary. On the edge of this valley is located the "Queen of Bronze" copper mine, intrinsically the most valuable copper mine on the coast. It will be noticed more at large under the head of mines. The Illinois, like Rogue river, is a bold, rapid, mountain stream, and Rogue river, only, is navigable for but about thirty miles of its lower portion, and only for steamboats of light draught.

Sec. 8. *The Umpqua Valley.*—This valley is bounded North by the Calapooia mountains, south by the Rogue river mountains, east by the Cascade mountains and on the west by the broken spurs of mountains properly belonging to the Coast Range. It is the largest valley in Southern Oregon, and is second in importance only to the Willamette valley. It is most bountifully watered by the Umpqua river and itsnumerous branches and affluents. Instead of being one valley, it is, more properly a series or gathering of many small ones, partially separated by low hills, but all connected on the same plain. These low hills form the best of grazing land, and many are cultivated. On account of its beautiful and romantic scenery, it has been called the "Switzerland of America." It possesses an exceedingly fertile and varied soil, upon which everything may be grown successfully which can be raised in any of the Northwestern States. Here, as in the Rogue river and Illinois valleys, all manner of fruits grow to perfection. This valley is organized into Douglas county, of which Roseburg is the county seat. Canyonville, Oakland and Scottsburg are located in this county, and are thriving towns. The outlet of the trade of the valley is at Scottsburg, the head of ocean schooner navigation on the Umpqua river. The people of the valley have turned their attention largely to the raising of sheep, and from the annual sales of wool they are all prospering. The immense range of pasture on public lands costs nothing and the sheep require but little attention more than herding. The proximity of the valley to the sea-coast, brings it within the range of the healthful sea-breezes, and renders it probably a more desirable place for residence than any other part of Southern Oregon. The climate is delightful. The valley is reported to contain 225,000 acres of arable land, but I think this is far short of a safe estimate,—75,000 acres under cultivation. The California Stage Company's coaches, with daily mails, passes through this valley daily, as also through Rogue river valley.

Sec. 9. *The Willamette Valley.*—This not only the great valley of Oregon, but the greatest valley on the Pacific coast, all things considered. It is not near so large as the Sacramento valley, in California, but when the Sacramento valley is dried up by its extreme heat, and appears only as a parched and barren plain, the Willamette valley does not fail the husbandman, but rewards him with golden fields of grain, waving corn and hay, luxuriant pasturage, and untold thousands of bushels of apples; and for the correctness of this statement, we need only to refer to the thousands of California farmers who have, during this summer, abandoned the Sacramento valley, and with their flocks and herds have come up to the Willamette valley for food, and the comforts and necessaries of life—and in this consists the superiority of the Willamette over the Sacramento. It is always seasonable. No drouths in summer nor killing frosts in winter. An old settler remarks: "I have known the Willamette for twenty years and it has never failed to produce the most abundant crops—it is always the same." It contains 3,000,000 rich agricultural land, superior, in all respects, to any land in any of the New England or Middle Atlantic States, and unsurpassed by any in the Union. This valley alone contains more arable land than many of the Eastern States. Not one tenth of it is now under cultivation. Everything is produced here that can be in Illinois, Ohio, or Pennsylvania, and in wheat, oats, fruit, wool and live stock, we can greatly excel those States in quality. The average yield of wheat in Ohio is sixteen bushels per acre, while the whole number of acres of wheat in Oregon, would average above twenty bushels, and of oats not less than thirty. Fifty-five bushels of wheat per acre and seventy-five bushels of oats per acre, is frequently raised here, and good cultivation would make the average of wheat not less than thirty. The valley contains a very large number of very fine orchards, and over 100,000 boxes of apples are exported every year to San Francisco and Victoria, where they command a premium. It contains ten rivers, with numerous branches, and is, beyond doubt, the best supplied with living springs of good water, running streams, magnificent water powers of any equal extent, on the American continent. It is inclosed on three sides by majestic mountains, whose peaks of perpetual snow may be seen throughout the year. The climate is mild, equable, and exceedingly healthy. The following eloquent and just description of this valley I take from the Hon. J. Q. Thornton's work on Oregon, written several years ago:

No country I have yet seen equals the beauty of the valley through which this river flows. The valley, including the hills susceptible of having good farms made upon them, has an average width of, perhaps, sixty or eighty miles. The scenery, which is beheld from almost any portion of the open country, is not only beautiful, and eminently calculated to excite the imagination, but it is entirely unique.

The surface of the earth presents, in many places, swells of unequal elevation, covered with grass, having no undergrowth of shrubs and bushes, and being dotted over with the most beautiful oaks, that almost cheat the imagination into the illusion that they were planted and tended by the hand of man. Open prairies of inexhausible fertility, and having no resemblance to our western prairies, but swelling into hills, and then again sinking into valleys, stretch away in picturesque beauty.

The features of nature as looked upon in this enchanting valley, are indeed beautiful; but her snow-covered peaks and her long line of mountains are not only beautiful, but sublime. In the mouths of may and June every hill and valley is covered with the green of abundant vegetation, that hightens the enchantment of a scene to which the translucent waters of the Willamette give a softer character to an assemblage of objects constituting one of the most beautiful pictures in nature.

I am persuaded that no one of a cultivated taste and possessing fine feelings, refined and purified by the study of nature in all her moods and aspects, can contemplate without vivid emotions of pleasure the character of this most delightful scenery. It is, indeed, comparatively a wilderness, and civilization has here made but little progress, but the mind swells, and the spirit is refreshed by the prospect of future improvements as stupendous as the everlasting snow peaks the beholder looks upon.

The Willamette is a stream which the ancient poets would have peopled with nymphs, and celebrated in song. Its waters are transparent, and upon their bosom a great variety of ducks, white geese, cranes, swans, pelicans, ill-omened loons, and a multitude of water fowls, with their variegated vestments, glide gracefully, or patter their bills among the reeds and grasses upon the shore, or congregate in great numbers upon the sand-bars.

The range of mountains that form the western limit of the valley presents a great variety of elevations, covered to their summits with the most beautiful forests of evergreens, consisting of pines, hemlock, and different varieties of cedar.

Far off in the east, the Cascade Range of mountains bounds the valley in that direction, many of the peaks, covered with the accumulated snows and ices of centuries, are in view at the same moment, and from the same point of observation. The warm sun of July shines upon them and they glitter in dazzling whiteness in mid-air, and in awful contrast with the dark basaltic rocks, which in some places present pinnacles, and in others huge and confused massive heaps, and in others black and rugged precipices, that arrest the clouds, and have, during unknown centuries, defied the power of earthquakes and storms, and still continue to contrast their threatening and savage mountain sublimity with the picture of the lovely landscape painted upon the beautiful Willamette.

Many of the prairies of the valley are several miles in extent. But the smaller ones, especially those known as the Tualatin Plains, where the woodland and plain alternate frequently, are the most beautiful, although the prospect is more confined. These plains vary from a few acres to several hundred—sometimes two or three thousand. They are not uniform in their surface, but are broken into gentle and graceful grassy swells. Deep, shaded recesses along the borders of the timber, remind the traveler of the inlets of some quiet, sylvan sheet of water.

The space between these small prairies is covered with an open forest of tall, straight evergreens. Here, even before the silence of the scene was broken by the voice of the emigrant and the sound of his axe, it was, if not a desert, at least a solitude, that blossomed as the rose, and a wilderness that was stripped of everything rude and wild. The clusters of trees are so beautifully arranged, the openings so gracefully curved, the grounds so open and clean, that it seems to be the work of art; and the beautiful avenues are calculated to cheat the imagination into the belief that they lead to some farm house or pleasant village.

It will thus be seen that the Willamette river and its tributaries water a most fertile and delightful region."

The valley is about one hundred and forty miles in length by forty miles in width and contains nine counties, several of which are larger than some of the Atlantic States. It contains also thirty-five towns and villages varying in population from one hundred to four thousand. Portland being the largest, and the commercial entrepot of the valley.

Sec. 10. *Wasco and Umatilla Counties.*— These two counties embrace the country east of the Cascade mountains and bordering on the Columbia river. They contain a large amount of good land, but the amount we have no report of; and but little of it is occupied or claimed. The rich gold mines of Canyon City, on John Days river, are in Wasco county (lately formed into Grant county). The chief importance of these two counties must ever be their commercial interests, situated as they are on the great river of the Pacific. Dalles City and Umatilla Landing are the two commercial points. Canyon City is a mining town.

Dalles City is situated immediately east of the Cascade mountains, and at the converging point of nearly all the overland travel for Oregon and Washinton, and of all the trade of the extensive mining regions of Idaho and Eastern Oregon, and must eventually become the largest inland city on the Pacific coast. Almost entirely destitute of good natural resources, it will, doubtless, like the cities of Athens, Tyre, Venice and Constantinople, make good use of "the situation." The Oregon Branch Mint has been located at this point, by act of Congress.

Sec. 11. *Columbia County.*—This county is situated on the Columbia river, below the Willamette valley, and separated from it by a low range of mountains. It has nothing of consequence to recommend it, except its commercial situation, on the river, and its forests of the finest timber. The population is sparse and there is no town that amounts to anything. Should its county-seat (St. Helens) be made the terminus of a railroad running southwardly through the Willamette, it would, doubtless, by the concentration of capital, become a flourishing city. There is said to be a large number of salt springs in the county.

Sec. 12. *The Coast Counties.*—The counties on the sea coast are Clatsop, Tillamook, Coos and Curry. They are all sparsely populated, and have the same general character. Parts of Douglas, Lane and Benton counties also lie upon the coast. The coast counties afford the richest and best pasturage in the State, and the inhabitants are principally engaged in grazing stock. The climate is considered the healthiest in the State.

Clatsop county, at the mouth of the Columbia river, contains a great deal of good, agricultural land, and the farmers are all prospering, being able to sell all their produce for cash, to vessels stopping for supplies at the mouth of the river. Clatsop beach is becoming a celebrated watering place. Astoria, the principal town, is in a flourishing condition. It was founded long ago by the millionaire, John Jacob Astor, and it was long thought that it would become the great commercial city of the Pacific. It has not fulfilled the anticipations of its friends, but it is undoubtedly more prosperous than ever before.

The United States government is now erecting extensive and very formidable fortifications on all the points of land about the mouth of the river.

Tillamook county is not noted for anything but the oysters its bay produces, and butter sent to market by its people. Curry is in the same fix, except the oysters.

There are some gold mines on the Ocean beach, but they are not extensively worked now. The county contains a vast amount of good grazing land, and many very fine droves of cattle, which are raised so cheaply that whole stocks have been sold at five dollars per head. The mouth of Rogue river, in this county, affords a very good port and harbor for schooners of not over one hundred and fifty tons burthen. If the copper mines on the river some twenty-five miles from its mouth continue to develop well, there will soon be an immense business done there in shipping copper ore. The following interesting communication in relation to Coos county, is from the pen of S. G. Mann, Esq. a very reliable gentleman:

Coos County.—The resources, climate and productions of this county are peculiar, differing, in many respects, from all other portions of the State. Its situation upon the sea coast imparts to the climate a healthful and equal temperature. Its minerals, lumber, and agricultural products furnish employment to its population, and afford the basis of an extensive commercial intercourse. Its harbor is safe, capacious, and accessible to vessels having a draught of thirteen feet.

Minerals.

Its coal fields extend over an area of twenty square miles, containing an inexhaustible quantity of bituminous coal, in the immediate vicinity of the navigable waters of Coos bay. The coal veins have an average thickness of five feet, and have a slight inclination from a horizontal position. The mines of Messrs. Flanegan & Mann ship from three to five thousand tons of coal annually, to San Francisco exclusive of a large amount consumed upon Coos bay. The mine of C. M. Perschbacker has shipped about the same quantity, when in working condition.

Upon the sea beach, for a distance of twenty miles, are found deposits of fine gold, affording a remunerative employment, to a number of miners. These mines, together with those upon the sources of the Coquille river, produce an annual yield of about twenty thousand dollars.

Virgin copper and its ore is frequently found upon the

Coquille river, and indicates the existence of this ore in quantity. The vigorous and systematic efforts now being prosecuted for its discovery have promise of success.

Lumber.

A very large portion of this country is heavily wooded with white cedar, fir, and hemlock. Much of this being located in the vicinity of navigable streams, bays, and their inlets, renders it easy of access. The white cedar is found nowhere on this coast except for about fifty miles in this part of Oregon. It is a soft, white, durable wood, producing lumber equal to the white pine of the east, commanding the price of sixty dollars per thousand in San Francisco. Two steam sawmills are now in operation, owned by A. M. Simpson, and W. H. Luse, respectively. Another is in process of erection, by Messrs. Winchester and Wasson. About seven millions of feet of lumber have been shipped from these mills during the last years, besides the smaller item of many thousands of laths and broom handles.

Agriculture.

Though a large portion of Coos county is mountainous it has extensive farming lands upon its river bottoms and bays. These lands are rich and productive, favored by a climate without the extremes of heat and cold. Moist and cooling breezes from the ocean prevent the arid droughts that parch the interior vallies. Grains, fruits, vegetables, grow luxuriantly and yield abundantly. About five thousand boxes of apples were shipped from Coos bay to San Francisco, last season. The young orchards from which these were produced will soon quadruple their amount. Tobacco and hops have recently been cultivated by Dr. Hermann, with flattering success in quality and quantity. The same gentleman has experimented with bees that had failed to produce in other localities. His hives yielded from fifty to sixty pounds of the very best honey, and sent out several swarms of bees from each hive.

Commerce.

There are two harbors in Coos county, Coos Bay and Coquille river. The latter is navigable by vessels of small tonnage, and has now one vessel in regular trade. Coos bay has several vessels in regular trade, of the bnrden of about three hundred tons, together with a steam tug for the purpose of towage.

Ship Building.

The facilities afforded by Coos bay have induced the building of vessels suited to the coasting trade. Two vessels are built and rigged at Coos Bay, during each summer, valued at about fifteen thousand dollars each.

Population.

The population of this county is less than one thousand. Its inhabitants are all actively and profitably employed. It has within itself elements of prosperity. Its resources compare favorably with any other portion of the State.

CHAPTER III.

OREGON AGRICULTURE.

Sec. 13. *Statistics.*—The following Statistics have been compiled, with the view of making them as nearly accurate as possible. Although they may not be entirely accurate, yet they are below rather than being above the true estimate. It is unfortunate that no general system of procuring a truthful report of our annual productions has been adopted by the assessors throughout the State. Estimates from all the counties have been procured from the assessors' returns, in the offices of the county clerks, except from Marion county and Grand Ronde Valley, and that was furnished by residents.

For Linn County.

Acres of arable land....................	600,000
“ under cultivation................	100,000
Number of bushels of wheat raised in 1863..................................	1,000,000
No. bushels oats raised 1863...........	600,000
“ “ barley and rye raised 1863	20,000
Value of horses..........................	$300,000
“ cattle........	200,000
“ sheep	200,000
“ hogs	50,000

For Lane County.

Acres of arable land	450,000
“ under cultivation..................	150,000
No. bushels wheat raised................	600,000
“ “ oats “	800,000
“ “ barley and rye raised...	20,000

No. bushels peas raised..................	40,000
Tons of hay raised.........................	500
Value of horses	$200,000
" cattle	200,000
" sheep.....	175,000
" hogs..............................	50,000

For Marion County.

Acres of arable land........................	400,000
" under cultivation...................	80,000

[These two items estimated by John Minto.

Bushels of wheat raised..................	600,000
" oats raised.....................	800,000
" barley and rye raised	20,000
Value of horses...........................	$250,000
" cattle............................	200,000
" sheep.....	250,000
" hogs	60,000

For Clackamas County.

Acres arable land..........................	200,000
" " under cultivation.........	25,000
Bushels wheat raised	100,000
" oats raised......................	150,000
" barley and rye raised.........-	1,000
Value of horses	$92,216
" cattle	67,446
" hogs	6,170

For Multnomah County.

Acres arable land	50,000
" under cultivation	2,520
Bushels of wheat raised..................	7,000
" oats raised....................	10,000
" barley and rye raised......	2,000
Value of horses	$30,000
" cattle	50,000

“ sheep	6,000
“ hogs	3,000

(I think this must be entirely too low)

For Washington County.

Acres of arable land	300,000
“ under cultivation	20,000
Bushels of wheat raised	400,000
“ oats raised	500,000
Value of horses	$125,000
“ cattle	50,000
“ sheep	15,000

For Yamhill County.

Acres arable land	400,000
of which about 100,000 acres is yet government land.	
Acres under cultivation	50,000
Bushels of wheat raised	800,000
“ oats raised	400,000
“ barley and rye	150,000
Number tons of hay	30,000
2,000 horses, at $100 per head	$200,000
7,000 cattle, at $15 “	105,000
24,000 sheep, at $2 50 “	60,000
10,000 hogs, at $2 “	30,000

For Polk County.

Acres arable land	400,000
“ under cultivation	50,000
Bushels of wheat	1,000,000
“ oats	1,000,000
“ barley and rye raised	50,000
Tons of hay	5,000
Value of horses	$250,000
“ cattle	200,000
“ sheep	100,000

Value of hogs	$25,000

(They farm well in Polk)

For Benton County.

Number of acres ready for the plow	200,000
" " under cultivanion	40,000
Bushels of wheat	400,000
" oats	400,000
" barley and rye	6,000
Tons of hay	8,000
Value of horses	$150,000
" cattle	90,000
" sheep	60,000
" hogs	30,000

All the above counties are in the Willamette valley.

For Douglas county (Umpqua valley), L. L. Williams, of Roseburg, furnishes the following abstract from the Assessment Roll of Douglas county:

Acres land	233,597
Horses and mules	5,290
Cattle	10,657
Hogs	12,031
Sheep	40,553
Stands of bees	447
Taxable property, after deducting individ- indebtedness	$1,410,247
Voters	875
Population	3,583

For Jackson County.

Acres of arable land, (reported)	30,000
Under cultivation	6,000

(Entirely too low)

Bushels of wheat	65,330
" oats	79,454
" barley	8,840

Value of hay	$ 15,000
“ horses	220,100
“ cattle	114,160
“ sheep	7,332
“ hogs	20,152

For Wasco County.

Value of horses	$ 150,000
“ cattle	100,000
“ sheep	105,000
“ hogs	5,000
Population of Dalles city	2,500
Gold dust received per month	$1,000,000

For Grand Ronde Valley.

Acres arable land	100,000
“ under cultivation	8,000
Bushels of wheat	15,000
“ oats	350,000
“ barley	4,000
Tons of hay	10,000
Value horses	$360,000
“ cattle	300,000
“ sheep	15,000
“ hogs	12,000
Population of the valley	2,000

No reports from the other counties.

Summary for the Willamette Valley.

Acres of arable land	3,000,000
“ under cultivation	516,320
Bushels of wheat, 1863	4,895,000
“ oats, “	4,560,000
“ barley and rye 1863	272,000
Value of horses	$1,597,216
“ cattle	1,162,446
“ sheep	820,522
“ hogs	243,170

Hay, (no estimate)
Corn " "
Potatoes "

In 1864, Lane county raised 40,000 peas.

From this statement it would appear that about one-sixth of the arable land in the Willamette valley is under cultivation, when such is not really the case, as large quantities of land reported as being under cultivation is simply fenced for pasturage. The amount under actual cultivation is about one-tenth, or, say three hundred thousand acres. There is also fully one million more acres, not reported as arable land, because it is hill land, but which is really as good agricultural land as the hills of Pennsylvania or Ohio.

SEC. 14. The above statement shows a handsome increase since 1846. In that year there was raised, of wheat, 144,863 bushels, and of oats, 129,244 bushels. This does not show so great an increase as in the States of Illinois, or other Western States; but it must be borne in mind that Oregon has had none of the advantages with which those States have been favored, to increase its population or aid its trade. We have no railroads here, and have been situated in the midst and surrounded by hostile tribes of Indians, and nearly three thousand miles from the source of emigration, with arid plains, deserts, snow-capped mountains, and tribes of savage Indians intervening.

SEC. 16. *Production.*— Although the production per acre, as shown by the above statement, is very creditable to the State, yet the present productiveness could be vastly increased by a proper system of farming. The system of cultivation in Oregon, like it is in all other new States, is exceedingly bad. While the average production of wheat per acre in Ohio, is sixteen bushels, is in Oregon more than twenty. Farming in Oregon may be very well illustrated by the following letter from a gentleman in Lane county:

FORKS OF THE WILLAMETTE RIVER,
LANE COUNTY, OREGON,
August, 2d, 1864.

MR. SECRETARY: I have been engaged in the farming business for the last ten years, and I have been in almost every county in the State. Take the wheat and oats crop throughout the State, and my opinion is that it will produce forty bushels per acre, when put in good order; when half cultivated it will produce about twenty-five bushels per acre. The most profitable business in Oregon the last five years, has been making bacon for the Oregon mines. In the year 1862, I fatted 112 head of hogs off from sixty acres sowed in peas, and I sold, in the year 1863, $1,600 worth of bacon. Sold it in Portland, and received about 15 cents, all round.

The forks of the Willamette is as good soil as any I ever have seen, and will produce a large crop of anything that can grow in any other country.

I think this is the greatest country in the world for lazy men to grow rich. He can work about thirty days in the spring and put in sixty acres of peas, and when they get ripe, turn in his hogs, and he can lay in the shade and grow rich. There are about seventy farmers in the forks, and I may safely say that they will average fifty acres to the man, and farmers are doing well and are bound to grow rich, if they will only work a little. We mostly raise peas to fatten hogs on. There is not much waste about them. We turn our hogs on the peas, and butcher them right out of the field, and we feed from the first of July till the first of November. Hogs are the most profitable harvesters that I can put into my field.

I will say to an eastern farmer, if he don't think the above an easy way to make money, just try it and convince yourself. Peas will yield forty bushels when put in good order.

If any of the above will be of any benefit to you, use it and welcome. Yours, most respectfully,

J. A. E.

We fully cocur with our friend from Lane county. The generous soil and glorious climate of Oregon make it a desirable place for those who are not in love with hard work; and if a farmer cannot make money in Oregon he cannot anywhere.

Flax.—This plant grows rapidly here, and will produce more seed and more and better lint per acre, than anywhere else in the world. This is entirely owing to the favorable weather always prevailing here during the growth and harvesting of the plant, no rains or dews to soften, impair or tarnish the fibre. Flax was raised here as early as 1845, by Jacob Hammer, of Benton county. This present year Mr. Joseph Watt raised twelve acres, in Yamhill county. There is no oil mill in the State. The construction of one would be a good investment to any one familiar with the business. The consumption of flax fabrics is increasing rapidly in the United States; we are paying out millions of dollars annually for foreign linen goods, and the production and manufacture of flax in this country is dictated by a wise economy, and will certainly prove remunerative.

Sec. 17. *Tobacco.*—Oregon can and has produced as good tobacco as the best James River Leaf. If it does not make as good manufactured tobacco it is solely because it is not properly cured. This is destined to be a profitable branch of industry.

Hemp.—This plant grows here to an unparallelled size, and its fibre is (for the same reasons which apply to flax) unequalled in quality.

Sec. 20. *Hops.*—The hop grows luxuriantly and produces abundantly; indeed, there is reason to doubt whether any country has a climate and soil more favorable to it than ours. We have no heavy dews or showers in summer to wash off the dust which contains the strength of the flower. The crop is always certain, and can always be safely cured in the open air. We look forward to the day when large quantities will be exported either in bales or manufactured into ales and porter.

Sec. 20. *Potatoes*—The best in any country, three hundred bushels per acre, and of a flavor that cannot be excelled.

Sec. 21. *Kitchen Vegetables.*—The vegetables for the kitchen, such as cabbage, cauliflower, beets, parsnips, carrots, radishes, onions, melons, squashes, pumpkins, green peas, beans, tomatos, asparagus, celery, cucumburs, &c., thrive in Oregon as well as in any other part of the United States.

Sec. 22. *Fruits.*—Taken as whole the State of Oregon is probably the best fruit growing State in the Union. In no part of the world do fruit trees grow so rapidly, bear so early, so regularly, and so abundantly, and produce fruit of such large size. Nor is there any other country where so great a variety of fruit can be produced in high excellence. Fruit trees in Oregon are generally as large at two years old as they are in New York or Ohio at four years. This is owing to the climate.

The export of fruit from Oregon to San Francisco, Victoria and the Islands, has become a very large item. We have not been able to ascertain the precise amount, but we have heard the export of green apples estimated at 100,000 boxes, for the last year. The production of fruit is profitable and will always continue to be so.

Sec. 23. *Sheep Husbandry and Woolen Mills.*—This has how become a leading item in Oregon wealth. The woolen mill at Salem is the oldest and the largest now running in the State. It has four complete sets of machinery, employs about fifty workmen, manufactures about 300,000 pounds of wool annually, and is said to be making $1,200 per week net profits. There is another manufactory at Jefferson, which is running all the time, and making money. The largest factory in the State is now being erected at Oregon City, and will be driven by the magnificent water power at that point. The main building is fifty-three feet in width by one hundred and ninety feet in length, four stories high, and will have an L on one side, fifty feet square. When finished, it will run ten complete setts of machinery, and manufacture all kinds of woolen goods, from army blankets up to the finest De Laines.

On the subject of sheep husbandry, we take the following extracts from the prize essay of of John Minto, Esq., on this subject, read before the Oregon State Fair for 1863. It is able, conclusive, and perfectly reliable:

Oregon—Its Adaptation to Sheep Husbandry.

For the health of sheep, dry upland range is necessary. Taking the whole of Oregon into view, nine-tenths of the State may be pronounced of that character. For the feeding of sheep for wool raising purposes, short, sweet grasses and open woodland pasture are deemed the best; and full three-fourths of the surface of the State is composed of hills and plains yielding such grasses; and a large portion of it is open woodland. For the growth of a long, even, strong, and flexible staple of wool, a mild, even climate (with proper feeding) is considered best; and that Oregon possesses in a remarkable degree. In fact, the climate and natural grasses of Oregon seem to be a combination of the peculiarities of England and Spain in those particulars, especially the climate.

The seasons of Oregon are divided into wet and dry, the same as those of Spain—wet from October to April, and dry from April to October, while the uniformity of temperature between summer and winter is like that of England. The former country is as celebrated for its sheep breeding as the latter is for its sheep feeding.

Over twenty years ago, Mr. Peale. a naturalist who accompanied Commodore Wilkes' expedition to this coast gave it as his opinion that "the country would become famous for its production of fine wool," for the reason that "the evenness of the climate enables the fur bearing animals found here to carry their fine covering during the summer months, whereas, under greater variations between the seasons, the same animals usually shed their furs, or they become mixed with hair during summer;" and for the further reason, that "the physical geography and natural grasses of the country make it a natural sheep pasture."

Experience goes far to show Mr. Peale's opinion correct. In a conversation between the writer and Mr. Henry Perkins, Chief Wool Stapler in the woolen factory at Salem, (a gentleman who has had large and varied experience in the assorting of wool) the latter said that he had never handled the wool from any country, which as a whole, was equal to that of Oregon as combing wool; and that during a term of three years as wool stapler in a De Laine factory in Boston, Mass. he deemed that he did well when he could get from the bulk assorted 30 per cent. of wool fit for combing and manufacture into that fabric." Of the wool he was then receiving—the crop of 1863, as it came in indiscriminately—Mr. P. said he could "get from 50 to 60 per cent of good combing wool." He further said, that "if Oregon wools were properly assorted here, and the combing portion graded and baled and marked according to its quality, and shipped to New York or Boston, it would soon draw the attention of De Laine manufacturers to this country as a source of supply for this most valuable kind of Wool." We have other practical proof of the superiority of Oregon wool in the fact that San Francisco papers as late as the 29th of July last, quoted Oregon wool as selling three cents per pound above California wool sold on the same day.

The fact of the superiority of Oregon wool is an encouraging circumstance to those engaged or about to engage in the raising of it. But they will never reap the full benefit of it so long as they allow the business men of California to put their crops into market; so long as this is the case, the fact will be used only to spread the fame of California, as a wool-producing country, and *so long will Oregon dwell in the shadow of California, and feel the blighting influence.* This the inevitable result, even without any effort on the part of California merchants. It goes from their port in their shipping mark; the buyer cares no more but to know that he is receiving a good article for his money, and it would be too much to expect the California merchant to inform his customer that it was the product of another State. From past transactions, we have good reason to believe that they have not been content with silence in this matter, but have put the name of Oregon on California burry wool, when there is no burr in Oregon.

The question arises, what shall be done to put ourselves right in this matter? I submit two propositions:

First, for those interested to form themselves into an association and act upon the suggestion of Mr. Perkins, before alluded to, to grade and bale the next year's crop of wool, and ship it directly from Portland to New York, or Boston. The other is, that those members of the State Agricultural Society particularly interested in this part of Agriculture furnish samples of wool from their flocks, and acting either through the present officers of the Society or a special committee appointed for the purpose, send it to the agricultural department of the United States, in order to be scientifically tested and compared with other parts of the Union, and the result published in the annual Agricultural Report. Such test will establish the superiority of our wool, *if it is real*, and draw the attention both of the manufacturer and the wool raising farmer of the East who may be looking for a fresh field in which to pursue their different callings.

The success of the Woolen manufactory at Salem, started under more adverse circumstances than, it is believed, will ever exist again on this coast, shows plainly that a De Laine factory would be eminently successful here where such goods are worn throughout the year.

And there is no doubt that there is many a farmer in the Middle and Western States, who, worn down by the debilitating influences or miasmatic climates, *would get a new lease of life* by changing his location and becoming a sheep raiser under the clear skies and pure air of Eastern Oregon.

* * * * * * * *

Oregon lies on the western edge of an immense extent of country—reaching from Mexico to the British line; from Kansas to the Pacific ocean—which, with the exception of the belt between the Cascade mountains and the ocean, covered by parts of California Oregon, and Washington Territory, is fitted for pastoral pursuits only. She has within her own borders a large portion of the best of that natural pasture. Within that, and almost surrounded by it, she has the largest compact body of good wheat land on the Pacific slope; which, surrounded and intermingled with never failing water power, makes the Willamette valley adapted by nature for the cheap support of a dense manufacturing population, in a three fold greater degree than ever was either Old or New England. She may, if her citizens will it, do her full share of first supplying all the region drained by the waters of the Columbia river with stock sheep, and then manufacture the wool raised from them and their increase. She may become to the north-west coast of America what England is now to the world, and what New England is to the United States in the the power of their manufacturing commerce—following the settlements as they spread to the East and North with her improved stock and woolen fabrics.

CHAPTER IV.

SECTION 24. *Timber and Lumbering*—No State offers so many inducements for engaging in the lumbering business as does Oregon, and it is only eqnalled by Washington Territory. The principl lumbering timber are the firs and cedars. They grow to an enormous size on the Columbia river, and make the most beautiful lumber. Besides the large amount of lumbering done at Coos Bay and Port Orford, in Coos and Curry counties, there are six vessels engaged in carrying lumber out of the Columbia river, making thirty-six cargoes in the year, or about 4,000,000 feet of sawed lumber, which is exported to San Francisco, the Sandwich Islands, other foreign ports. This business is in its infancy, and from the immense forests of timber on the Columbia river, it is capable of being developed to an almost unlimited extent. The manufactured lumber sells readily for twenty dollars per M.

SEC. 25. *Fish and Fisheries.*—All the rivers, bays, harbors and inlets of Oregon abound with fish. No country in the world, perhaps, has so great a number of fisheries, and in these it possesses in itself a sure means of subsistence at a low price, and a great source of wealth. The salmon run twice a year, beginning in May and October. The largest are taken in the Columbia river, the average size being about twenty pounds. All the bays abound with sturgeon, cod, carp, flounders, perch, herring, crabs and oysters; while the inland and mountain streams are filled with the sportsman's "speckled beauties"—mountain trout. The production of oysters is encouraged by the legislature; and the principal oyster beds in Oregon are at Tillamook and Aquina Bays. There are now about 2,500 barrels salmon annually put up at the little fisheries on the Columbia river, whereas there might just as well be 50,000 or 100,000 barrels put up every year. The Salmon sell readily for ten dollars per barrel. Eastern people will doubtless wonder why our lumbering and fishery interests are not better developed. The answer is plain: we have had too many mines of gold and silver to turn the heads of our people. Men will desert an old fashioned, steady business, no matter how profitable, and run wild to "take their chances" on a mine. We need a large immigration of laborers and actual settlers.

Salt Springs.—Oregon is possessed of salt springs sufficient to afford salt enough for home consumption, and a large amount for export. The largest and best springs are near St. Helens, Columbia county; but there are also good springs on Evans creek, in Jackson county, and on Slate creek, in Josephine county. One single spring near St. Helens is reported to throw a constant stream of water four inches in diameter, and of sufficient strength to make a half pound of good, pure, fine salt, to each gallon of water. At this rate that spring would afford twenty-five or thirty tons of salt daily. There is reported nearly a hundred salt springs on the Columbia river, near St. Helens, and at only one of them are there any means to manufacture salt, and there only in limited quantities. Here is a good opening for business.

SEC. 27. *Turpentine, Tar and Rosin.*—On this subject, we insert a communication from Messrs. T. A. Wood & Co., of Portland, who are largely engaged in manufacturing these articles from Oregon pitch:

PORTLAND, OREGON, Sept. 1, 1864.

Sir—The wealth and resources of Oregon, when once fully developed, will far exceed the most sanguine expectations of her strongest friends. With strong faith in her hidden wealth, I have sought to make her fir forests subservethe wants of man, and with better success than could have well been expected.

Fir Balsam—Supply, &c.

Every day more fully demonstrates the fact that the supply of crude turpentine is inexhaustible, and the probabilities are that this supply will never grow less, from two facts:

1st. The forests best suited and richest in balsam are those rough mountain sides that the farmer can never reduce to tillage.

2d. The trees, when robbed of their accumulated supply will, like the "busy bee," commence the work of replenishing their stores, or refilling the cavities or "shakes," to be annually or semi-annually robbed.

From the above crude article, we manufacture turpentine, pitch, bright varnish, rosin and axle-grease. In the limited time we have been in operation, we have consumed 21,600 gallons of crude balsam. From this our manufacture will approximate: turpentine, 5,000 galls.; pitch, 400 barrels; bright varnish, 70 barrels; axle-grease, 25 cases.

Quality.

We claim that the above articles are equal in quality to any manufactured in or out of the United States, and not without proof, either. The turpentine being made from balsam of fir, is as far superior to pine turpentine, for medical use, as fir balsam is superior to pine pitch, for medical purposes. The Portland physicians who have tried it speak loudly in praise of its medical virtues.

Under date of July 16th, Mr. P. C. Dart, of San Francisco, says: "Your turpentine is now preferred over California make, and I obtained twenty-five cents on the gallon, in advance of price of California article. This fact is certainly encouraging."

The boat Pitch is superior to any ever shipped to this coast. Capt. Kellogg said, "he used on the steamer Senator one barrel of State pitch, and one of Oregon pitch, and I would rather than one hundred dollars we had used all Oregon pitch. The calkers said the barrel of Oregon pitch was worth three of the State pitch."

Though our busines has not been very extensive, we have opened a trade with China, Sandwich Islands, Victoria Island, California, and am now making a shipment to New York. It is our intention to enlarge our works, and if we do as now designed, we will export from July, 1865, to July, 1866, over 1,200 tons of manufactured articles. In fact, the crude turpentine is in such abundance as to supply the world, if brought into use.

Yours, &c., T. A. WOOD & Co.

Messrs. Wood & Co. are the pioneers in this business, and deserve great credit for their energy in adding another important branch to our industry. They have clearly shown the field to be a great one, there being ample room for thousands to engage in this business.

SEC. 28.—*Tanneries and Leather.*—There are but few tanneries in Oregon, while the means for making good leather are inexhaustible. Hides are plenty and cheap, while the supply of good oak, fir and hemlock bark for tanning is unlimited. Good tanners with a small amount of capital can do well here.

SEC. 29. *Flour Mills and Saw Mills.*—The State is only tolerably well supplied with these mills. The demand for their use is constantly increasing, and there are many good openings for more mills. They are all driven by water power; and good water powers for such machinery, or any kind of machinery, exists in every portion of our State.

SEC. 30. *Building Materials.*—In addition to the finest of fine timber in all points of the State, suitable for building purposes, there is also plenty of stone suitable for masonry; and excellent clay everywhere for the manufacture of good brick. Very recently an immense deposit of magnesian limestone has been discovered near Astoria, at the mouth of the Columbia, from which a company is now making a superior quality of hydraulic cement.

In Southern Oregon there are numerous fine ledges of the best crystalline marble, capable of receiving the very highest polish. Good limestone is abundant.

SEC. 31. *Rivers for Internal Trade.*—There are but two in the whole State—the Columbia and its affluent, the Willamette. The Columbia is navigable for small-sized ocean steamers and sailing vessels up as far as Portland, on the Willamette, except when the water is low in the summer, or when the Willamette is closed with ice. For several months during the summer season, the ocean steamers have been compelled to discharge their freight on lighters, or small river steamers at the mouth of the Willamette, on account of the low water on the bar. Recently the enterprising citizens of Portland have been making commendable efforts to improve the navigation of the Willamette and remove these obstructions, and it is hoped they will succeed. The navigation of the Columbia is obstructed by ice nearly every winter as far down as the lower mouth of the Willamette.

From Portland, fine river steamers now ply to Oregon City, on the Willamette, and the Cascades, on the Columbia. The Cascades [rapids in the river] and the "Dalles," [other rapids above the Cascades] are now passed by a railroad. Steamers ply between the Cascades and the Dalles, and also run from Celilo, at the head of the Dalles on up the river to Lewiston, on the Snake river, in Idaho Territory, making the whole navigable distance from the mouth of the Columbia about 530 miles. For the purposes of navigation, the Willamette river does not amount to much. At Oregon City boats are stopped by the falls. and the portage of nearly two miles is made by a horse railroad. From Canemah, at the head of the falls, small steamers make a few trips up as high as Eugene City, during the freshets, a little over one hundred miles, and continue to run to Salem, some thirty-five miles, for about six months in the year. For purposes of navigation, the Willamette is decreasing in value in the same ratio that the valley is being opened up, drained, and reduced to cultivation. This is the experience with all such streams. As the country is cleared, drained and plowed, the rain-fall collects more readily, and runs off more rapidly, and the stream soon discharges the whole surplus water of the rain-fall. The upper Ohio river affords a striking example of this truth; and it teaches us that we ought not to rely on this little wet weather stream as a means of transportation for the Willamette valley, but to look to the construction of a railroad.

SEC. 32. *Water Powers.*—No State in the Union affords so many, so varied, and so valuable water-powers as are to be found in the Willamette valley alone. The reason of this is, the valley being surrounded on three sides by mountains, from which come down mountain streams, and in crossing the valley the means for creating good water power is afforded by the numerous falls, rapids and natural descent of the stream. At Oregon City the whole of the water in the Willamette river may be used for driving machinery by cutting a sufficient canal, the falls in the river being about thirty feet in a few hundred yards. But this means of wealth abounds in every county in the State, and we need not multiply instances. It is worthy the most earnest attention of manufacturing capitalists.

SEC. 33. *Springs and Running Streams.*—From the foregoing description of Oregon, the reader will be prepared to credit the statement that no country in the world is so well watered with living streams of water, and perennial springs, as the valleys of Oregon. This is so, and no one that has ever travelled through the State will gainsay the statement. The water is pure and cold as the little brooks on the sides of the snow-capped mountains. For this, among other reasons, Oregon is the healthiest place to be found in any country.

CHAPTER V.

Sec. 34. *Manufactures.*—The State of Oregon is as yet but poorly supplied with manufacturing establishments; and no State in the Union offers so many advantages for such enterprises, and so many openings for profitable investments. The manufacturing establishments proper are confined to flouring mills, saw-mills, and three woolen mills. There is also one turpentine manufactory, a few small tanneries, and three or four small foundries and machine shops. The manufacture of earthen vessels from clay, has been commenced on a very small scale, and with good success. Nearly all the fine furniture is imported. The cabinet shops are few and small. Our agricultural implements, wagons, carriages, omnibuses and coaches are mostly imported, and when they are made here, imported timber is used. There is no tub or bucket factory in the State; none for the manufacture of brooms or brushes; None for an extensive manufacture of boots, shoes, or clothing; none for the manufacture of cotton or flax; (The woolen factories were noticed above); but a single soap factory in the State worthy the name; no ale, beer, or porter, or bottling establishment. We tan no fine calf skin, morocco, or kid. We make no gunpowder, window-glass, or paper of any description. We have no oil refineries or candle-makers. We have no furnaces for smelting iron-ore, and no forges to make unwrought iron or steel, while iron ore equal to the best in the world exists in great abundance. We make no kind of glass-ware or fine crockery. All our cutlery, stoves, cast iron, fire arms, cooking utensils, nails, screws, locks, hinges, copper-ware, and copper and lead pipe, lead and shot, wire, tin, zinc, sheathing metal, ropes, cordage, matches, ink, blank books, hardware, willow ware, edge tools, yeast powders, and numberless other articles, are all imported.

Manufacturing establishments for the most of the above list, would find a profitable trade now.

CHAPTER VI.

Sec. 35. *Places of Public Resort.*—The unequalled coast and mountain scenery of Oregon afford many delightful places for our citizens to resort for health and recreation during the summer months. The two places most resorted to by the citizens of the Willammette valley, are Clatsop Beach, a short distance south of the mouth of the Columbia, and "Aquina Bay," on the coast in Benton county.

At Clatsop, there is a good hotel and other conveniences for visitors; and a good hotel is about being erected at Aquina. At both places the sportsman and pleasure seeker may indulge his fancy in fishing or hunting—there being plenty of game of all kinds. The popular resort in Southern Oregon is the Soda Springs, at the head of Rogue river valley, or rather on the mountain above the valley. The water in the Springs is equal to the best soda water, and they are visited for their medical properties; while at the same time the visitor is placed in a cool mountain region, abounding in all kinds of game from grouse to grizzly bear.

Sec. 36. *Hunting.*—Oregon is a paradise to the game hunter. Game abounds throughout the whole State. A large number of black tail deer have been shot within the last few days within a mile of the Capital of the State.

The principal game quadrupeds and birds of Oregon are grizzly, black, brown and cinnamon bear; elk, deer, antelope, hare, rabbit; the white goose, common wild geese; the canvas back, mallard, sprigtail, spoonbill and summer ducks; the mountain partridge, valley quail, pheasant and grouse. Nobody hunts the grizzly—he is to dangerous, although quite a number are killed every year in Southern Oregon.

SEC. 37. *Fur-Bearing Animals.*—Of the fur-bearing animals, there are large numbers of beaver, otter, foxes, minks, &c., and but few persons engaged in trapping them.

Of other animals, there are panthers, California lions, cougars, wild cats, wolves, coyotes, mountain sheep, eagles, a great variety of hawks, cranes, squirrels, rattlesnakes, pigeons and other small birds.

CHAPTER VII.

MINES AND MINING.

SEC. 38. *Mining Districts.*—Mining is now, and will ever continue to be one of the leading interests of the State. Its extent and importance cannot be calculated now, and will not be properly developed during the next quarter of a century. Valuable mines have already been discovered in all the mountain ranges in the State; and when we look at the extent of mountainous country yet unexplored and lying between the rich mines already found, and consider the mines now passed by as worthless which will become immensely valuable as labor, machinery and transportation becomes cheaper, the mind can form no estimate of the interests embraced in this chapter. We have gold, silver, copper, iron, lead and coal mines that are now worked. Eastern and Southern Oregon are now the principal mining districts.

SEC. 39. *Gold.*—This precious metal has been very generally distributed by the hand of nature throughout the whole State. It has been found in the sand on the bed-rock of the Willamette river and nearly all the branches putting into it from the Cascade mountains;—but, as yet, not in quantities sufficient to pay the miner.—It is found in Southern Oregon, in the Umpqua river and its branches, some places in paying quantities; in the Coquille river in paying quantities; in the sea beach sand in paying quantitities; on Rogue river and its branches in paying quantities; on the Illinois river and its branches in paying quantities; in Eastern Oregon it is found in paying quantities on the John Day, Powder, Crooked.

Umatilla, Grand Ronde and Owyhee rivers. In all places where it is said to be in paying quantities, miners are now engaged in mining for it. Speaking of gold mines generally on the Pacific coast, is meant placer mines (where the loose gold dust is found in the sand and earth along the streams.) There is also on the Santiam river, a branch of the Willamette, in Southern and in Eastern Oregon gold bearing quartz veins ; and it is generally belived that all the gold in the streams has been detached by the action of the elements from these gold-bearing quartz veins. In the Owyhee and on the Santiam, the quartz rock contains both gold and silver, and some of the veins are of fabulous richness, some yielding as high as $6,000 per ton of rock.

The Santiam mining district has been but lately discovered, and its prospects are very flattering. It contains not only gold and silver, but also valuable mines of copper and lead, and its nearness to the farmers of the Willamette valley, its excellent water power and unlimited supply of fine timber, all tend to give its mines more than ordinary value. It contains already one town, several quartz mills and about one hundred miners engaged in developing the different mines. The ore in these mines assays from $20 to $10,000 per ton. Some of the mines in Eastern Oregon have been opened about two years, and are now yielding regularly large amounts of dust. The principal mines are upon the John Day, Powder and Owyhee rivers. Their discovery has led to that part of the Sate a very large and enterprising population—probably not less than 15,000 persons. Since their discovery, four new counties have been organized, and large towns have srisen in the place of the Indian camps. Canyon City, the largest town, contains now about 5,000 inhabitants.

Gold was discovered in Jackson county, Southern Oregon, about the year 1850, and the mines have been worked uninterruptedly ever since, producing about one million dollars annually.

Sec. 40. *Silver.*—The silver mines in Oregon are considered the most permanent and reliable, and therefore, the most desirable for investment. They also require expensive mills and reduction works to procure the metal from the ore, and on this account offer special inducements to large capitalists. Some of the mines in the Owyhee region are so rich as to yield globules of silver freely when subjected to the heat of a blacksmith's forge; and are now so far developed as to commence shipping bullion in bars. The mines in the Santiam are not so rich, but from their advantageous location are considered equally valuable.—There are some silver bearing quartz veins in Southern Oregon, but for the want of capital to properly develop them they are not attended to.

No better field for successful speculations or permanent profitable investments exists anywhere than in the silver mines in Oregon. This statement is not believed outside of Oregon, and will not be credited until it is fully investigated, yet it is nevertheless true. Oregon has always been overshadowed by California, and Eastern people know nothing of the Pacific coast except what they see through Californian interests. Even the immense shipments of gold dust from Oregon during the past year, amounting to not less than $1,000,000 per month is all credited to California when it reaches New York. The Washoe silver mines in Nevada Territory, all owned by Californians, being the first silver mines discovered in the American possessions of the Pacific, has so far attracted all the attention of Eastern capitalists. Yet the writer hazards nothing, from present appearances, in saying that the silver mines of Owyhee and Santiam in Oregon will soon be successful rivals of the far-famed Washoe. All the people of Oregon desire on this question, is a fair investigation.

SEC. 41. *Copper.*—Oregon is undoubtedly rich in valuable copper mines. The Pacific coast can now boast of the richest copper mine in the world—proven to be such—the Union mine at Copperopolis, California. The copper range does not stop in California, but like the precious metals runs entirely across Oregon from south to north. The largest and most valuable copper mine yet discovered in Oregon is doubtless the "Queen of Bronze" in Josephine county. The vein of ore is fifteen feet wide at the outcrop, and at the depth of thirty feet widens out to nearly fifty feet. The ore assays about twenty per cent. copper. It is owned by a company of French capitalists, who propose to erect smelting works at the mine. There are several other good mines in Josephine county, but their value is greatly decreased on account of the long distance which the ore and metal will have to be transported to reach the sea coast; and this State of affairs must always continue to be the case until a railroad is constructed from the Columbia to the Sacramento river.—Valuable discoveries of copper have been recently made at "Painted Rock," on Rogue river, some twenty-five miles from the ocean. Should they prove permanent, they will prove the most valuable mines, on account of the easy and cheap transportation which will be afforded by ocean vessels running to the mouth of the river, and small river steamers connecting and running up to the mines. Companies are now engaged in developing them. Veins of copper ore assaying 22½ per cent. copper, with thirty-four dollars in silver per ton of ore, has been discovered and are now being developed in the Santiam district. Large quantities of native or pure copper, together with rich ore has been discovered on the Coquille river in Coos county; but as yet no regular vein has been identified. Veins of copper have also been found on the Umpqua river in

Douglas county. A very rich vein of copper has been discovered on Powder river in Baker county, and has been traced several miles. At all of these mines but little work has been done, and money to develop them is badly needed.

SEC. 42. *Iron.*—This most useful of all the metals exists in Oregon in great abundance. Immense beds and veins of it are found in Washington, Multnomah, Jackson, Josephine and Curry counties. In Southern Oregon it is not considered of any value, and is not claimed or owned by any one. The mine in Washington county is owned and held for speculation. It is located about six miles from the Willamette river and is really of value now. A small furnace has been erected and the ore tested and found to be equal to the celebrated Swedes iron.—Some of the ore is so pure as to be capable of working into horse shoes without the aid of a reduction furnace.

SEC. 43. *Lead.*—This metal has been found in abundance in Jackson, Josephine and Curry counties and in the Santiam mining district, but always in conjunction with other metals. On account of its low price, and the difficulty of working the ores in which it is found, no attempt has ever been made to work any mine for lead.

SEC. 44. *Coal.*—Very good bituminous coal exists at several points in the State. The first discovery was made at Coos Bay, and has already been described by Mr. Mann. The same coal formation has been discovered near Cartwright's near the head of the Willamette valley, where the vein is several feet in thickness. A four foot vein of very hard coal has been discovered in the foothills of the Siskiyou in Jackson county. Good coal has also been discovered at several points in Columbia county near St. Helens. The rush of immigration, and the increasing tide of prosperity will soon render these coal deposits of value.

CHAPTER VIII.

ADVANTAGES FOR COMMERCE.

SEC. 45. *Internal Trade and Tributary Territory.*—The internal trade of Oregon will always be confined to the trade between the agricultural counties in the Willlamette, Umpqua and Rogue river valleys, and the mining counties of Eastern Oregon and Idaho Territory, and will consist simply in the transportation of the produce and manufacture of one section to the other, to be there exchanged for the bullion or coin of the mines; and will be carried on by means of a railroad to be constructed through the Willamette valley, terminating at some point on the Columbia, from which river steamers will ply as far up as the center of Idaho. To satisfy the most incredulous that this trade will be rapidly and greatly enlarged, we have only to look at its present rapid growth, the territory to be accommodated. and its resources. Scarcely two years ago and not a ton of freight passed up the Columbia above the Dalles, except to supply government posts; and now not less than one hundred and forty tons per day are being carried up for the newly collected population. The extent of country which is tributary to the agricultural resources of Oregon is embraced in all that country from the summit of the Rocky mountains westward to the Cascade range, and between the head-waters of the northern and southern branches of the great Columbia, and reaching from the head of the Owyhee on the south, away north to the Kootenai river and its lately discovered rich mines on the borders of British America, being an extent of country about 900 miles long and 800 miles wide, or

720,000 square miles. This vast and as yet almost unexplored territory, is by no means barren or inhospitable. The Catholic missionaries have maintained their missions among the Indians at the farthest point north for many years, raising all the vegetables and grain necessary for their use. Throughout the whole extent there are now mining settlements, spreading in every direction. What was two years ago a vast, unbroken wilderness, inhabited only by wild beasts and Indians, now contains not less than thirty thousand American citizens, with cities and towns, saw mills, quartz mills, flouring mills, with all the busy hum of peaceful industry. And from this great internal, mountain-locked basin, is now being shipped down the Columbia one million dollars of gold dust per month, in exchange for the flour, bacon, beans and merchandise sent up. This handsome yield of gold will, according to the *present rate of progress, be increased to two and a half or three millions per mouth in* 1865. To give our readers an idea of the giant strides that the country east of the Cascades is making, we copy from the *Mountaineer* a description of a monster warehouse now incourse of construction at Celilo, above the Dalles. The *Mountaineer* says:

"The dimensions of the building are as follows: Length 915 feet; extreme breadth, 31 feet. This building commences at the low water level, and gradually recedes its entire length, thus affording a landing for steamers at the highest as well as the lowest stages of water. The whole structure is substantially anchored, so as to withstand the force of wind and water, and is in all respects secure against even the worst freshet. To put up this building requires 250,000 feet of lumber, and 270,000 shingles. The hardware, nails, &c., we have not computed. The size of this warehouse, to be used exclusively for receiving and storing goods, will serve to give the reader some idea of the rapidly extending business of the O. S. N. Company. A few years since all the business of the upper country was passed over the portage by means of a few "Cayuse" teams, and a single boat—the Colonel Wright

—sufficed to carry all the freight that offered. Now eight boats — the majority of them first-class vessels — are employed in the trade, and instead of light teams drawn by miniature horses, we have long trains of railroad cars laden down with the products of all countries and every clime. It is in improvements like this that we trace the evidence of our progress, and learn how rapidly we are are gathering around us the appliances of the highest civilization."

When we look forward to the day when busy millions will occupy this territory we have been describing, what then ought to be the glorious prosperity of Oregon? A glorious future awaits us; shall we not deserve it, by making use of the means necessary to command it. In order to command it, we ought to have a railroad running through and connecting the Willamette, Umpqua, and Rogue river valleys, with the Columbia river, and some steamboat competition on that river. A railroad through these valleys is now the greatest want of the State —the interest of the farmers positively demand it. So long as we are without this advantage, we will not be able to compete with California, even, for the great provision markets of these ming districts.

Sec. 46. *Foreign Commerec.*—Oregon posseses peculiar facilities for the creation and maintaining of a large foreign commerce. She possesses unlimited means for building ships—timber, copper, iron, coal, water power, agricultural productions, a harbor equal to that of New York, and a maritime situation on the direct line of that immense trade carried on by the nations of the West with the nations of the East. The harbor of the Columbia river looks out upon the ports of Russian America, British Columbia and Vancouver Island, the west coast of Mexico, Central America, New Granada, Equador, Peru, Chili and Pätigonia on the American Continent; and on the Eastern ports of the Russian Empire, India, China, Japan, Australia, the Islands of Oceanica, the Sandwich Islands, and the whale fisheries. The ports of all these countries are much nearer to the Columbia river than they are to any of the ports of the Atlantic States. They are all of easy access to us and there is no reason why Oregon should not soon commence competing for their trade. In the year 1860 the United States exported to the above named ports domestic produce amounting to the sum of $19,645,998, and imported from the same places, in exchange, the produce of said countries amounting to $19,551,186. The imports from China alone amounted to $13,566,587. But we are told that the Pacific coast cannot compete with the Atlantic States for this trade. The custom house exhibit shows that the Pacific coast can and does compete for this trade already, and not only this, but also the trade to Liverpool. We copy from the "Market Review" of the *San Franciscs Bulletin* under date of July 11, 1864:

Exports of Wheat and Flour from San Francisco for Harvest Year, Ending June 30, 1864.

To	Wheat. sks.	Flour. bbls.	Equal to bbls. Flour.
England	813,553	2,507	273,691
China	161,574	53,246	107,104
Japan	84	1,236	1,264
Australia	90,890	62,337	93,634
Victoria, V. I.	3,809	29,914	28,184
Hawaiian Islands	121	4,699	4,739
Mexico	15	11,943	11,948
Peru	260	—	87
N. Y. and Boston	—	9	9
Other countries	986	20,211	20,539
Total	1,071,292	184,102	541,199

FROM JANUARY 1, TO JUNE 30, 1864.

	Wheat. sks.	Flour. bbls.	Equal to bbls. Flour.
England	279,067	286	93,308
China	62,772	23,696	44,620
Japan	—	924	924
Australia	57,558	18,259	37,445
Victoria, V. I.	930	12,845	13,155
Hawaiian Islands	121	1,911	1,951
Mexico	15	5,796	5,801
N. Y. and Boston	—	7	7
Other countries	886	9,779	10,075
Total	401,349	73,503	207,286

Exports of Barley.

	Harvest Year. sks.	First Half, 1864. sks.
Victoria	20,545	7,935
New York	10,841	4,768
Australia	8,082	—
China	200	100
Mexico	556	361
Hawaiian Islands	10	10
Other countries	36	—
Total	40,270	13,174

Exports of Oats.

	Harvest Year. sks.	First Half, 1864. sks.
Australia	80,849	20,529
China	4,133	1,239
Victoria	4,698	792
Hawaiian Islands	976	357
Japan	313	200
Mexico	96	85
Other countries	25	14
Total	91,090	23,216

Wool.

Our exports of wool for the past six months, and also for the corresponding periods of 1861, 1862 and 1863 were as follows:

	1861. Bales.	1862. Bales.	1863. Bales.	1864. Bales.
New York	5,074	4,858	2,253	5,052
Boston	1,547	2,888	3,709	2,237
England	252	55	52	—
China	—	63	—	—
Valpairaso	—	546	—	—
Total	6,873	8,410	6,014	7,289

Exports of Hides.

Our exports of hides for the past six months and also for the corresponding periods of 1861, 1863, were as follows:

	1861.	1862.	1863.	1864.
First six months	90,385	178,635	125,561	371,362

These figures show a very marked increase in shipments as compared with previous seasons. At present quotable at 12@12½ for dry.

Exports of Hay.

	Harvest year. Bales.	First half, 1864 Bales.
Victoria	3,781	1,173
China	644	350
Mexico	29	27
Hawaiian Islands	12	12
Other countries	310	145
Total	4,776	1,707

Exports of Beans.

To	Harvest year. Sacks.	First half, 1864 Sacks.
Boston	8,640	8,640
New York	5,755	8,640
Victoria	4,352	2,938
China	2,172	1,393
Japan	322	251
Peru	100	100
Austrailia	26	26
Mexico	69	15
Other countries	208	178
Total	21,594	17,542

Exports of Potatoes.

To	Harvest year. Sacks.	First half, 1864 Sks. & bxs.
China	7,096	336
Hawaiian Islands	4,669	2,270
Mexico	2,957	1,509
Victoria	1,230	200
Austrailia	1,090	240
Japan	104	104
Other countries	4,681	2,015
Total	21,827	6,674

Exports of Bran.

Our receipts of bran during the harvest year ending June 30, 1864, were 48,965 sacks; and during the past six months, 19,309 sacks. Our exports of same during the past six months have been: To Victoria, 4,128 sacks; to Australia, 598 sacks; to Hawaiian Islands, 33 sacks; total 4,759 sacks. The price of this article has ruled high all the season, and has been a source of great profit to our millers; at present worth $35@$40 ℔ ton.

The *Bulletin* reporter further says:

Our export trade during the period under consideration shows an improvement as compared with the first six months of the preceding year.

The following shows the destination and value of our exports, in comparison with like periods in 1862 and 1863:

To	1862.	1863.	1864.
New York and Boston	$1,450,820 99	$1,548,698 01	$2,275,495 97
England	377,967 99	709,697 15	512,371 60
Mexico	371,759 03	1,034,742 06	976,032 87
Peru	141,115 87	99,663 20	155,657 72
Hawaiian Islands	130,806 42	166,444 49	277,359 32
China	304,730 69	646,935 64	697,765 33
Australia	93,696 18	180,988 58	335,902 22
Victoria	1,172,447 87	931,064 30	822,771 68
Japan	4,578 00	19,622 16	38,083 32
Other countries	494,768 61	824,608 84	246,254 28
Total	$4,542,728 61	$6,183,464 52	$6,337,090 38

It will appear from the foregoing table that our exports have largely increased to domestic Atlantic ports. Our shipments to Australia and Hawaiian Islands, Peru, China, and Japan have also improved. The increasing activity of our trade with New York and Boston is of some interest, and is mainly owing to shipments of Wool, Copper Ore, and hides, which products with us are growing in importance. Another feature in this connection has been the transhipment of teas, oil, Japan rags, etc., sent hither from other countries.

How much of this produce exported from San Francisco should be credited to Oregon, we are not able to say; but that a large portion of it is Oregon produce, we know from the fact that the steamers and sailing vessels plying between San Francisco and the Columbia river, always return to California freighted with Oregon produce. We simply give this report to show what has already been done in foreign exportations from San Francisco; and even supposing that it is all California produce we know very well that what will pay a California farmer to ship abroad, will also pay an Oregon farmer, with equal advantages.

The only matter that should now prevent the Pacific coast from becoming the importers to the United States of the teas, coffee, spices, barks, dye-woods, cotton, sugar, rice, Japanese ware, mattting, gold and silver, of the above named countries, is, that we have not yet got the ships, or money to do this business. For the year ending June 1st, 1864, Shanghæ, China, exported more than $25,000,000 worth of cotton; and now we should endeavor to exchange our produce for this cotton of China, and manufacture it here in Oregon, and build up a Lowell on the Pacific.

This golden harvest of trade is not yet ours, but when our Northern Pacific Railroad shall have been completed to Puget sound, it will become ours from the necessity of the case. What we want most now is a line of ships running direct from New York to the Columbia river, bringing out our merchandise, and carrying back *via* China and the East Indies, our produce, lumber, and spars, &c. We are now paying an immense annual tax to California capital and enterprise, by receiving and shipping everything through the San Francisco warehouses. All our wheat, wool, &c., that reaches a foreign market, except what little direct trade we have with the Sandwich Islands, is shipped first to San Francisco, where it has to pay wharfage, drayage, storage and commission, before it can be reshipped. Our merchandise coming to this State has to pass through the same taxing process at San Francisco, in addition to the profits of the importer, before it. It is no wonder that Oregon is in the shade of California; and it ought to remain so as long as we will not make some effort to remedy this state of affairs.

A treaty of reciprocity between the United States and the Sandwich Islands, by which free trade could be established between the two countries, as is now desired by those Islands, would be of immense advantage to Oregon.

CHAPTER IX.

ORGANIZATION OF SOCIETY.

SEC. 47. *Constitution and Laws.*—The constitution and laws of Oregon are very liberal to the citizen. Special care is taken to promote the cause of education. Seventy-two sections of land are set apart for the endowment of a State University; ninety thousand acres for an Agricultural College; and sections sixteen and thirty-six in every township for the benefit of the common schools of the county; and the proceeds of 500,000 acres of public lands is also set apart as an irreducible school fund for the benefit of common schools. Good schools and churches exist in every neigborhood. By the Constitution, no negro, Chinaman or mulatto is allowed the right of suffrage. The State is prohibited from taking stock in any corporation, or in any manner (save to repel invasion or suppress rebellion) incur a debt of more than fifty thousand dollars.—Counties are prohibited from taking stock or in aiding in any way any corporation, or incurring a debt of more than five thousand dollars.

SEC. 48. *Society.*—The society of Oregon is quite different from that of California. We are not so "fast"—to use a provincialism. There is here much of the Western border-State style, and a large portion of Eastern people.—Knives and pistols and bloodshed is not so frequent here as in California. There has never been a mob or vigilance committee in the State. The people are orderly and law-abiding. In no place is society more free and cordial, and ready to give a friendly reception to the stranger than in Oregon. The accident of wealth has its influence here as elsewhere, but not to such an extent; and as the country is new and rushing ahead, the avenues to wealth are open to the poorest, and the poor man of to-day may be wealthy next year.

SEC. 49. *Public Debt and Taxes.*—The Governor in his late annual message announced that the State was out of debt, and had thousands in its treasury. The taxes are quite light for the circumstances of the country. The estimated State tax for the next fiscal year is placed at $145,000. The taxable property in the State for the year 1863 amounted to $20,911,931.

SEC. 50. *Circulating Medium.*—The circulating medium of the State prior to the issue of Treasury notes by the General Government, was exclusively gold and silver—the principal currency in large business transactions being twenty dollar gold pieces. Since the issue of these Treasury notes, they have been received into the circulation at so much per cent. on the dollar, varying according to the premium on gold at New York at the time. They have thus circulated here as low as forty cents on the dollar.—Some dishonest debtors have availed themselves of them to pay their debts contracted on a coin basis, with "legal tenders" at par. Such men are published in the newspapers as "greenback men," and are treated as unworthy of confidence thereafter, unless he publishes a good excuse for the transaction. A "Specific Contract Law" has been enacted by the late Legislature compelling men who agree to pay in gold to do so. Banks for the issue of paper money are prohibited by the Constitution.

SEC. 51. *Opportunities for Investment.*—This State offers to Eastern and European capitalists many favorable opportunities for desirable investments. The titles to real estate are perfect and unquestioned, and in this respect Oregon has a great advantage over California, where the titles are mostly founded on old Mexican and Spanish grants, and are involved in endless litigation. In addition to this our copper, silver, gold and coal mines, offer the most attractive property for investment. The prosperity of the country being founded on undoubted great natural resources of wealth, the stock in railroads hereafter projected through it, will be safe and remunerative.

SEC. 52. *Indians, Chinese and Kanakas.*—There are yet in Oregon some five or six thousand Indians. They have all been treated with, except the Snakes in the southeastern corner of the State, and are now upon reservations and under the control of the government; and are now no longer any source of annoyance to the people. Of Chinese and Kanakas there are propably one thousand in the State—nearly all of the thousand being Chinese. The Chinese are very industrious, economical, make money and return to the Celestial Empire to spend their days.—In the mining districts they follow the business of mining for gold—at other places they form the cooks, servants and washermen of the community. The "Kanakas" are natives of the Sandwich Islands—very closely resemble the American negroes, and are ill-disposed to work or follow any regular pursuit.

SEC. 53. *Wages, Price of Land, &c.*—The wages of common laborers (coin prices) are about two dollars per day: mechanics four dollars per day; master mechanics five dollars per day; type setters, 75 cts. per thousand ems; salesmen, $100 per month; book keepers, from $1,000 to $2,000 per year; teachers, from $50 to $150 per month;—female house-servants, $30 per month. These prices apply to the Willamette valley and Southern Oregon—east of the Cascade mountains the wages are about double the above rates.

Well improved farms in the Willamette valley or Southern Oregon can be purchased for from $8 to $16 per acre, (coin)—owing to location. Good unimproved land for $5 per acre, in these valleys. Government land and State land (of which the State has 500,000 acres tolerable good land) can be purchased at $1,25 per acre in Treasury notes. Probably the best investment in real estate, unimproved, would be in the timber lands on the Columbia river. These possess a positive wealth, and can never be worth less than the value of the timber standing now in the solitude of the original forests.

GENERAL SUMMARY.

When we take a survey of the countries lying on the Pacific ocean, and whose ports are now open to our produce and invite our trade, and consider the capacity of our State to monopolize, almost, the trade to such ports, it opens up a field for the speculations of the statesman and political economist too gigantic for computation. The ancient civilization of the East, and the mighty energies of the Russian Empire, and the civilization of the enterprising and enlightened nations of the West, and the no less mighty energies of the United States, are now meeting and confronting each other from the opposite shores of the great Pacific. The author of the "Vestiges of Creation" expressed the opinion thirty years ago, that the narrow strip of agricultural country lying on the Pacific coast north of Mexico, in the course of time would become the most densely populated portion of the earth's surface. The progress made in the last thirty years, is rapidly proving the correctness of his prophecy, an opinion then founded on the course of the tides of population, as controlled by the laws of nature. It will become so. The march of empire in the United States has been and will be westward, until it is brought to a halt by the Pacific ocean, and condensed in the beatiful valleys we have been describing. Our cool climate, northern position, good harbors, maritime situation, and unrivalled resources in metals, timber, water-power, agriculture, and all the necessaries of life, should make Oregon the great commercial State of the Pacific.

Having said this much for the natural resources of Oregon, there is one other consideration that should never be lost sight of. Experience teaches that natural advantages, though never to be underrated, scarcely ever do for a State or community, no more than fortune or station does for an individual, anything like what it lies in their power to do for themselves. Neither now, nor in any past age, have nations possessing the best climate and soil been either the richest or the most powerful: but, as regards the mass of the people, generally among the poorest. Successful production, like most other kinds of success, depends more upon the abilities and disposition of the human agents, than on the circumstances which surround them; and it is *difficulties*, not facilities, that nourish bodily and mental energy. Accordingly, the tribes which have overrun and conquered others, and compelled them to labor for their benefit, have either been bred in the forests of a northern climate, or the deficiency of natural hardships has been supplied, as among the Greeks and Romans, by the artificial ones of well ordained laws and rigid military discipline. And from the time when the circumstances of modern society has permitted the discontinuance of that discipline, or abolished those laws, the south has no longer produced prosperous or conquering nations; and commercial enterprise and industrial prosperity, as well as military vigor and speculative thought have always had their principal seats in the less favored North.

Oregonians! if you would have great prosperity and great wealth to our State, see to it, that you promote it by good laws, good government, and proper rewards to individual faithfulness, integrity and success.

ACKNOWLEDGEMENTS.

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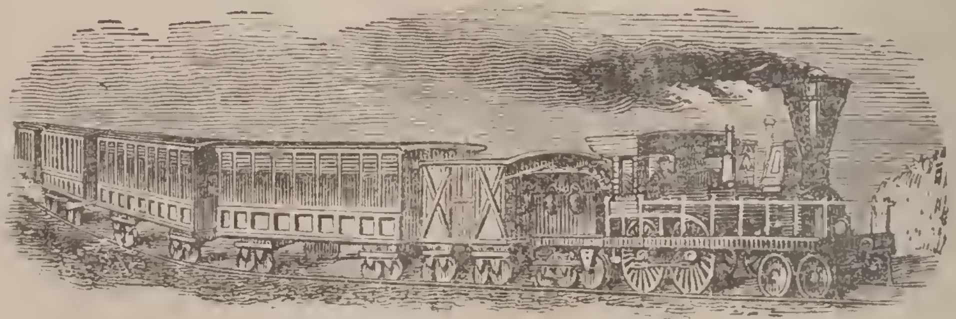
THE CALIFORNIA AND OREGON RAILROAD COMPANY,

Organized at Marysville, Cal., Dec. 1, 1863.

DIRECTORS:

F. J. McCANN, and **J. H. JEWETT**, of Marysville.
J. BERRY, and **JOHN ANDREWS**, of Yreka.
BENJAMIN SHURTLEFF, of Shasta.
E. F. NORTHAM, and **B. P. AVERY**, of San Francisco.



THE CAIFORNIA AND COLUMBIA RIVER RAILROAD COMPANY.

Organized at Jacksonville, Oregon, Nov. 7, 1863.

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